AUTO EXPRESS

21-27 MAY 2025 | NO. 1,883 | £4.50

SCOOP NEW GOLF GTI

Inside story on VW's 'monster' hot hatch

EXCLUSIVE IMAGES

ALL-NEW MICRA

OFFICIAL First look at Nissan's Renault 5

www.autoexpress.co.uk

NEW TOYOTA GOES BIG

First pics of chunky bZ4X off-road estate

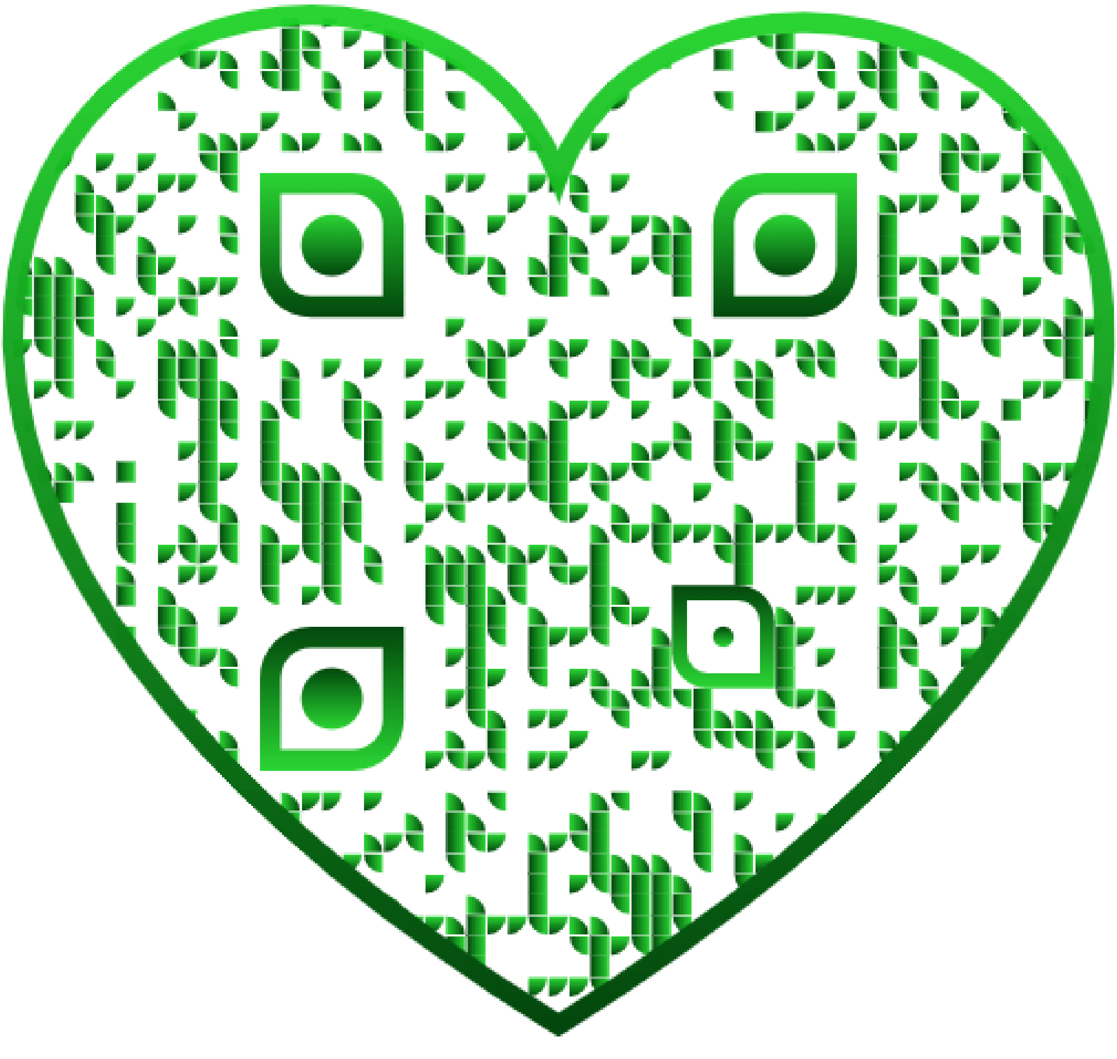
DRIVEN LOTUS EMEYA

900bhp Taycan-terrifying super saloon

TESTED SPEEDY SUVs

New Abarth 600e takes on Volvo EX30

HYUNDAI INSTER VERDICT ● HOW TO STAY LEGAL DRIVING IN FRANCE



VAUXHALL PRO EVENT

SAVE UP TO **£1,000*** ON
A NEW VAUXHALL VAN

+ **FREE** HOME EV CHARGER**

Combo Electric
Vivaro Electric
Movano Electric

1st – 31st
MAY

VAUXHALL

Various models shown across the Vauxhall eLCV range with optional extras. Fuel economy and CO_2 results for the Vauxhall Combo Electric, Pro 52kW (136PS). Mpg (l/100km): N/A. CO_2 emissions: 0g/km. Electric range up to 213 miles (WLTP). For the Vauxhall Vivaro Electric, Pro 75kW (136PS). Mpg (l/100km): N/A. CO_2 emissions: 0g/km. Electric range up to 219 miles (WLTP). For the Vauxhall Movano Electric, Pro 110kW (272 PS). Mpg (l/100km): N/A. CO_2 emissions: 0g/km. Electric range up to 263 miles (WLTP). The range and electric consumption figures mentioned comply with the WLTP test procedure, on the basis of which new vehicles are type approved from 1 September 2018. They may vary depending on actual conditions of use and on different factors such as: vehicle load, accessories fitted (post registration), speed, thermal comfort on board the vehicle, driving style and outside temperature. *Offer valid between 01/05/2025 and 31/05/2025 inclusive. Offer is up to £1,000 (excl VAT) discount off the on the road price of new current model electric vans. Business users only. Selected stock and participating retailers only. **Applies to EV models only. Vauxhall will support the supply of a complimentary EV charger with standard residential installation, up to the value of £999 (incl VAT) through free2move Charge and installed by Octopus Energy. GB mainland only. Offer subject to full T&Cs: www.vauxhall.co.uk/van-event.

AUTO
EXPRESS

CONTENTS

NEWSWEEK

Nissan Micra 6
Supermini makes the switch to electric
New VW Golf GTI 10
Inside story on upcoming hot hatch
DS No4 12
Facelift brings new powertrains
Jaguar GT update 14
Latest on 2025's most controversial car
The recall mountain 17
Why millions of faulty cars aren't fixed
Toyota bZ4X Touring 18
Practical EV aims for Subaru Outback

FEATURES

Hydrogen stalemate 20
Will fuel-cell vehicles ever catch on?
Driving abroad 34
How to stay legal on road in France

NEW CARS

Lotus Emeya 900 22
Why super-saloon has Taycan terrified
Hyundai Inster 26
Behind the wheel of Renault 5 rival
Ferrari Roma Spider 30
UK drive of four-seat soft-top
Toyota Aygo X JBL 32
Small car pumps up the volume

ROAD TESTS

Abarth 600e vs Volvo EX30 38
Compact family SUVs assessed
Our cars: Polestar 4 52
Striking EV joins the fleet
Our cars: Lexus LBX 54
Does tech set it apart from Yaris?

PRODUCTS

Hot kit & books 59
Hot Wheels launches Brick Shop kits
New products 60
Lighting up time for 3-in-1 lamp
Mini test 61
Get your hands on the best gloves
Product test 62
We give eight rotary polishers a whirl

BUYING CARS

Column 67
Do your homework before buying
Driver Power 68
Your views on the Ford Kuga Mk3
Buying guide 70
Snapping up an Audi Q8 coupé-SUV
Three-car garage 72
A MINI, Citroen and Jag for £25k

6

TOP STORY

Nissan Micra evolves into an EV, with more than a little help from the Renault 5

22

26

LOTUS EMEYA

Grand tourer is no lightweight, but its talents lie elsewhere

HYUNDAI INSTER

There's more to new small SUV than just cute looks

GOLF GTI SCOOP 10

Volkswagen's boss explains how he's going to make the e-Golf a "monster car"

ROAD TEST 38

Newcomer Abarth 600e faces up to the Volvo EX30

Milwaukee
FUEL

PRODUCT TEST 62

Which of eight rotary polishers will our testers take a shine to?

REGULARS

RUTHERFORD 82

Could Jaguar Land Rover end up building cars in the US? Our columnist thinks so and explains why

NEW CAR PRICES 74

All the details you need to know before you head to the showroom

SUBSCRIPTIONS 56

How to get Auto Express delivered direct to your door and save money

AUTO EXPRESS
MAZDA'S NEW MX-5

LEXUS
LBX
SPENDS MORE TIME ON THE STAGE THAN THE ROAD
2 X WHAT CAR? WINNER
WHAT CAR?
CAR OF THE YEAR AWARDS 2024
Best Small SUV
Lexus LBX
WHAT CAR?
CAR OF THE YEAR AWARDS 2025
Best Small SUV
Lexus LBX

life's a little too predict-
coffee, same commute,
rything? We get it. Some-
ou need a jolt, a little zing to
hings up. Think of it like acci-
ly stumbling upon that hidden
easy everyone whispers about,
overing your grandma's secret
or world-class cookies. It's about
the extraordinary in the every
thrill in the unexpected. It's
ying 'yes' to
of deto

record store with the vinyl gold? It's all about defying expectations, proving that size isn't everything.

The LBX embodies this perfectly. It's compact, stylish, and packed with more personality than you can shake a stick at. It's about embracing the compact, the nimble, the effortlessly cool. It's about finding that perfect fit that just clicks.

So, what's your next adventure?
unexpected pat
plore? What hi
ing to unearth

through these pa
little inspiration, wh
the Lexus LBX? It mig
spark you need to ignite
great adventure.

Think of the LBX not just as
as a statement. A statement
you're not afraid to be differ
you value style and substance
measure, and that you're a
for a little adventure. It
car that sparks conve

THIS WEEK

IF you think in-car tech has advanced quickly in recent times, then you're in for a warp-speed experience in the coming years. Tech geeks have long been talking about the advent of the Software-Defined Vehicle, or SDV, where the computer brain of the car becomes a defining feature, linking the clever systems to open up new connectivity possibilities.

Listening to experts at last week's FT Future of the Car Summit in London, the possibilities are intriguing as things accelerate.

Much as the monthly cost of smartphones has conditioned many car buyers to the monthly outlay of leasing a model rather than buying outright, the phone industry has also prepared us for the concept of updates, which are increasingly the norm for modern connected vehicles. Obviously these don't update while you're driving, but through a process of constant evolution, they mean your car is better after a couple of years than it was when you got it.

> **"YOU MIGHT WONDER WHY YOU SHOULD BUY A NEW CAR, IF YOURS IS BEING CONSTANTLY UPDATED WITH THE LATEST FEATURES, EVEN THOUGH IT IS THREE YEARS OLD"**

But this does prompt a few questions that could fundamentally change our relationship with our car. Firstly, are we going to have to view them as we do our entertainment packages? Will monthly car bundles for additional features become an equivalent of Netflix or Spotify on our bank statements? And will you get them cheaper if you put up with personalised in-car adverts? You might also wonder why you should buy a new model, if yours is being constantly updated with the latest features, even though it is three, four or five years old.

Removing the need to get the latest tech will, for some, be a reason to keep their current car. That's not great for firms trying to sell new vehicles. But possibly the biggest issue, in the long term at least, is the four-wheel equivalent of obsolete software. Anyone with an Apple product will be familiar with the moment a message pops up to say an app or service won't work any more, because your device doesn't have the latest operating system.

Imagine getting in your car and finding stuff that worked yesterday doesn't anymore, because the software is now obsolete, even though the vehicle works perfectly well. The car industry has some work to do to prove that safeguards are in place to make the automotive software revolution a positive thing for drivers of models old and new.

PAUL BARKER

Paul.Barker@autoexpress.co.uk

EDITOR'S VIEW

Visit **autoexpress.co.uk** for all the latest new car news

AUTO EXPRESS

CONTACT US
email: firstname.lastname@autoexpress.co.uk
Social: facebook.com/autoexpress @AutoExpress
Subscriptions: 0330 3339491
customercare@subscribe.autoexpress.co.uk

Director of content and publishing: Sarah Perks
Editor: Paul Barker
Editor-at-large: Phil McNamara
Deputy editor: Richard Ingram

News, reviews and tests
Chief reviewer: Alex Ingram
Senior test editor: Dean Gibson
Executive editor: Paul Adam
Senior staff writer: Jordan Katsianis
Senior news reporter: Alastair Crooks
News reporter: Ellis Hyde
Chief columnist: Mike Rutherford

Consumer
Current affairs editor: Chris Rosamond
Consumer reporter: Tom Jervis

Products
Products editor: Tom Barnard

Digital
Head of digital content: Steve Walker
Web producer: Pete Baiden
Online reviews editor: Max Adams
Senior content editor: Shane Wilkinson
Content editor: Ryan Birch
DrivingElectric content editor: George Armitage

Design, pictures and production
Creative director: Darren Wilson
Deputy art editor: George Vedmore
Picture editor: Dawn Grant
Senior photographer: Pete Gibson
Chief sub-editor: Andy Pringle
Sub-editor: Paul Alton
Production design manager: Dave Kinnard

Film team Head of film: Jack Scotton

Special contributors
Vicki Butler-Henderson, Sam Naylor, Steve Sutcliffe, Andreas Conradt, Euan Doig, Sarah Bradley, Rob Keenan, Otis Clay, Craig Cheetham, Graham Hope

Advertising, promotions and publishing
Strategic partnerships managers:
Pierre Clements, Miles Taylor
Senior operations lead: Kerry Lambird
Senior production manager: Dan Stark
Head of subscriptions marketing & customer experience: Hannah Charlton
Director of audience growth: Amrit Baidwan

Carwow Studio Limited
Directors: John Veichmanis, David Santoro

Subscription prices
UK: £145.00 **Europe:** £240.00 **ROW:** £260.00

Content syndication sales
Our content is available for syndication.
E-mail licensingsyndication@carwow.co.uk

CARWOW GROUP

Auto Express is published weekly by Carwow Studio Limited. Registered in England and Wales no. 13018565. Registered address: 2nd Floor, Verde Building, 10 Bressenden Place, London, SW1E 5DH. VAT number GB 364 5579 62. Carwow Studio Limited is part of the Carwow Group, owned by Carwow Ltd.

Neither the whole of this publication nor any part of it may be reproduced, stored in a retrieval system or transmitted in any form or by any means without permission of the publishers. Registered as a newspaper at the Post Office. Pictures submitted in Auto Express are sent at owner's risk. While every care is taken, neither Auto Express nor its agents accept any liability for loss or damage.

Copyright Carwow Studio Limited 2025. All rights reserved.
Auto Express is a registered trade mark.

Printed by Walstead Roche, Victoria Business Park,
Roche, Victoria, Saint Austell PL26 8LX
Distribution: Marketforce (UK) Ltd, 121-141 Westbourne Terrace, London W2 6QA. Tel: 0330 390 6464, hello@marketforce.co.uk

AUTO EXPRESS ROAD TESTS
All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

Auto Express is part of the
Auto Bild Group network of magazines

recycle
When you have finished with this magazine please recycle it.

AUTO EXPRESS

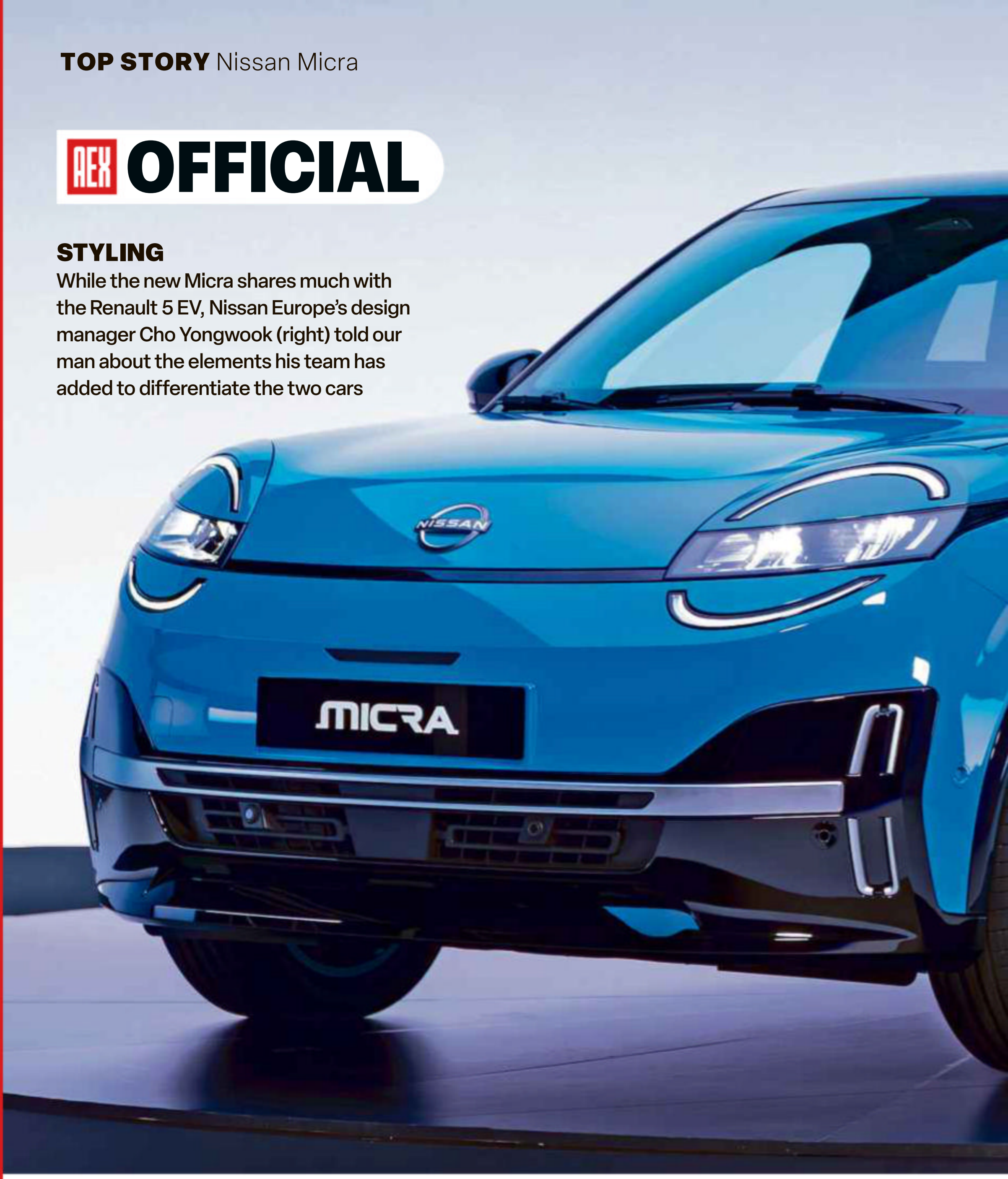
FIRST FOR NEWS

10 **SCOOP**
ELECTRIC GOLF GTI
VW promises it'll be a 'monster'

12 **REVEALED**
DS No4
New name and power for hatch

14 **OFFICIAL**
JAG GT EXCITEMENT
Buyers lining up for new Jaguar EV

AEX OFFICIAL



STYLING
While the new Micra shares much with the Renault 5 EV, Nissan Europe's design manager Cho Yongwook (right) told our man about the elements his team has added to differentiate the two cars

OFFICIAL NE

REVEALED Japanese manufacturer's long-running supermini is reb

Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

AEX YOU'RE looking at the striking new Nissan Micra, the iconic supermini that's morphed from a simple, inexpensive combustion-powered supermini into a much larger and more sophisticated EV. However, if you take a step back and look past its oversized glowing spectacles, you'll notice that it draws a certain resemblance with the new Renault 5, with which it shares its platform.

But that's no bad thing, because the latest Renault 5 is one of our favourite superminis. So while the Micra might lack a little originality, Nissan had a brilliant base to work with when making its all-new car something that will appeal to customers looking for an inexpensive, spacious and well designed electric vehicle.

The latest Micra will arrive at the end of 2025 and although UK pricing

> **"NISSAN WILL OFFER THE CAR WITH TWO POWERTRAINS INITIALLY, BOTH PACKING A SINGLE, FRONT-MOUNTED MOTOR WITH ONE OF TWO BATTERY PACK SIZES"**

W NISSAN MICRA

orn as an electric vehicle based on the new Renault 5, and it will arrive in showrooms later this year

has yet to be announced, we expect it will stick close its French cousin, kicking off at around £22,500 and topping out at a touch under £30k.

Nissan will present the Micra with two powertrains initially, both packing a single, front-mounted motor with one of two battery sizes. The first is a 52kWh pack, which powers a 152bhp motor driving the front wheels, matching the Renault 5 on which it is based. Nissan hasn't announced any official performance figures, but the new car should match the R5 with an eight-second 0-62mph time.

Nissan will also offer buyers a 40kWh model matched to a slightly less powerful 120bhp e-motor. Its 0-62mph time will be about a second slower than the 152bhp car's, but nine seconds is still good for a supermini.

The Nissan hasn't been designed as a sports car, but its acceleration – thanks to a healthy dose of torque and a relatively low kerbweight – should be sufficient for those intending to use their cars mostly in town. Buyers wanting more are advised to wait for the possible Nismo variant (see panel, page 9), which is likely to be based around the R5's Alpine-badged sibling, boasting up to 217bhp.

Nissan has announced a range figure of 253 miles for the 52kWh-battery model. However, we expect that, as we have found on the R5, the car's relatively upright shape and low-geared e-motor may mean motorway driving will quickly reduce its efficiency at high speeds. A motorway range figure of 180-200 miles is more realistic. The 40kWh model posts 192 miles on the WLTP cycle, and should suffer the same compromises at high speed.

Charging rates are capped at 100kW on a DC fast charge for the 52kWh car, and 80kW on the 40kWh model, with up to 11kW AC top-ups possible from slower public or home chargers. At their quickest, both will top up from 10-80 per cent in around 30 minutes at a DC fast charger. All Micras get a heat pump as standard.

Nissan will offer Vehicle-to-Load (V2L) capability, which allows charge stored in the car to power external items. It will eventually be able to be used as mobile battery storage for your house, letting you run your home from the car's battery, which you can top up on a cheap night tariff.

While it would be easy to say the Micra is simply a rebodied Renault 5, Nissan's efforts to differentiate its car are fairly substantial. The proportions, dimensions and inner panels might be shared, but the skin is new, and features distinctive styling elements.

This starts with the body, which introduces a hollowed-out horizontal line, called the 'Gelato Scoop', that runs from front to back. The R5's rear haunch is gone, but the volume is still very much there, helping the car look squat and planted, just like the Renault.

Most observers will be hit by the eccentric front end first, though, where the oversized oval daytime running lights loop around small rectangular headlight units and make the Micra look like it's wearing massive spectacles. There's no front grille, only a centrally mounted Nissan logo, with the main intake housed below.

The rear features more oval-shaped elements, but they're smaller and better integrated. There's a hint of Nissan R35 GT-R in them, and together with the reshaped tailgate and rear screen, they make this the most distinctive part of the Micra's design relative to the R5. All models have 18-inch wheels, with only the entry-level model featuring steel wheels; the rest run on alloys.

Inside, things are much closer to the R5, with a similar pair of 10-inch screens mounted on top of a simple, attractive dash. But without any direct references to a nostalgic predecessor, some of the cabin elements are more modern than in the Renault, with extra technical-looking fabrics used across the seats, doors and dashboard. Nissan has also fitted its own steering wheel centre, although the controls for the driver's display screen are as on the R5.

Embedded into the touchscreen is a new NissanConnect infotainment system that integrates Google Maps and other apps. This is essentially a re-skinned version of the R-Link system inside the Renault, but as with so much of this car, that's no bad thing. We found the menus are easy to navigate, and the graphics clear yet punchy. The driver's display allows a good range of personalisation, and can show anything from trip details to active safety or sat-nav information.

Google's integration into the main touchscreen interface also allows users to log in with their own account, meaning that any saved destinations or favourites are automatically shown on-screen. It also has the full power of Google to help out with the search function.

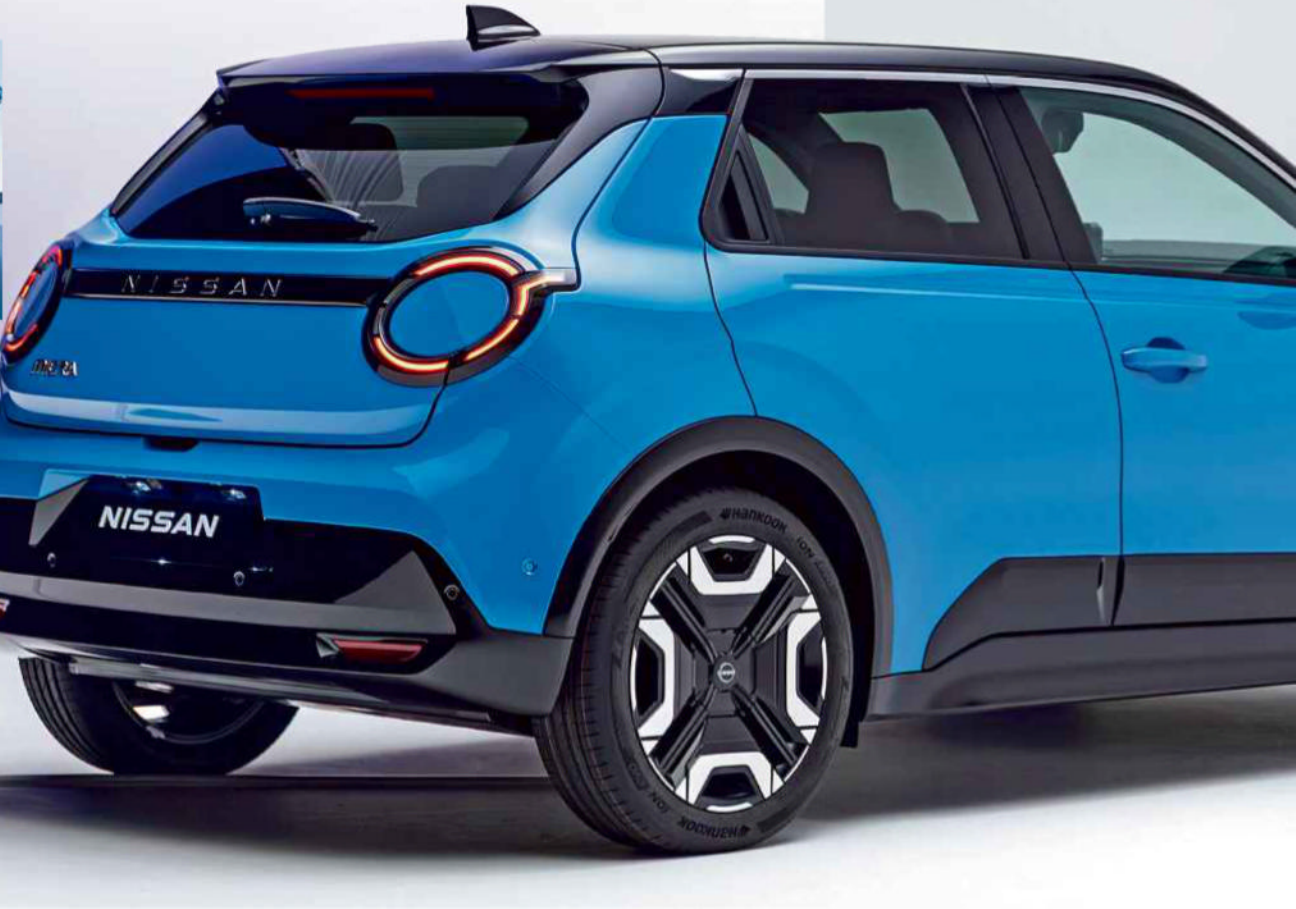
At a little under four metres long, the new Micra will be one of the larger superminis in sale, but the space inside is only average for the class. Thanks to having to package an underfloor battery pack and the more sophisticated multi-link rear suspension design, leg and knee room in the second row suffers.

The boot capacity is 326 litres and rises to 1,106 litres with the seats folded. There is no under-bonnet storage, but there's space under the boot floor for the charging cable, although when it's set in its highest position, there's still a lip between it and the rear seats. The loading lip is also pronounced.

Official prices and specs will be announced soon, with the first UK cars due before the end of the year.

ALL-NEW NISSAN
MICRA
NISSAN
MICRA

“THE OVERSIZED OVAL DAYTIME RUNNING LIGHTS MAKE THE MICRA LOOK LIKE IT'S WEARING LARGE SPECTACLES”



INTERIOR
Nissan has added more modern elements in the cabin to differentiate it from retro-themed R5

A new Nismo GT-R is definitely among plans for Nissan's revitalisation

Nismo is key element in rebirth of company

TIMES have been tough for Nissan over the past few years, but its revitalisation plan is now coming together as the firm regroups and focuses on a new generation of models. Core to this is the high-performance sub-brand Nismo, which Nissan says will form one of three key nameplates, including Patrol and Juke, that it will rebuild around.

Speaking with Auto Express, Nissan's regional vice president of marketing and mobility, Arnaud Charpentier, said: "I see a future for Nismo. It's very clear. We will put this in the centre of the brand – we have Nismo, Patrol and Juke. Those strong nameplates for the brand are the equity. This is how we thrill our customers, so it will come for sure."

Nothing has been confirmed regarding new Nismo models, but a new GT-R is definitely part of the plan. "There are people working on this," Charpentier added. "When, how, honestly, this we don't know. But today, we don't just need to make a sports car, but to do one with a powertrain that we foresee [working] in the coming years."

Of course, making a new GT-R is much more difficult than it was when the former R35 model was in development. In the EV age, straight-line performance and the augmentation of the drivetrain that were once a GT-R hallmark are fairly easy to attain thanks to the flexibility of electric motors. Nissan's top brass is aware of this, and know the GT-R will need to be something different.

Charpentier said: "If it is electric or electrified, it needs to remain a sports car. If you end up with the same performance as an EV SUV, this is an issue. We need to reinvent the notion of a sports car."

Whether Nismo will be expanded, Toyota GR-style, to include both high-performance versions of existing models and bespoke sports models remains to be seen. A quick way to offer high-performance vehicles could start with a Nismo version of the new Micra – borrowing the e-motor and chassis upgrades from its Alpine A290 sister car – to join the Ariya Nismo EV.

Other upgraded cars, such as a hot version of the forthcoming Juke EV, could be a possibility, but the high level of variation between different markets could mean models based on the Patrol SUV will be exploited for countries such as those in the Middle East.

Nissan knows that its position as a global automotive superpower is no longer a foregone conclusion, so leaning into the company's nameplates that have brand equity will be critical in separating the Japanese firm's cars from competition from Chinese manufacturers.

"NISSAN WILL REBUILD AROUND THE NISMO, PATROL AND JUKE NAMEPLATES"

TOP STORY

Brand to shed 20,000 jobs as part of recovery

NISSAN has announced it is to cut 20,000 jobs globally, as part of a significant expansion of its "Re:Nissan" global economic recovery plan. In addition, the brand will close seven plants and suspend all product developments scheduled beyond 2026.

This move follows the firm's communication in February, which outlined a reduction of 9,000 jobs, the closure of three factories, and a 20 per cent decrease in production to five million vehicles annually.

The statement coincides with the confirmation of a net loss of £3.8billion for the 2024/25 fiscal year, while the company clarified the 20,000 job losses includes the 9,000 cuts previously disclosed.

Ivan Espinosa, president and CEO of Nissan, attributed the considerable financial deficit to "a challenging FY24 performance and rising variable costs, compounded by an uncertain environment".

Nissan anticipates achieving cost reductions of £1.3billion by 2027 through supply chain optimisation, "cost efficiencies" and job cuts, but it intends to strengthen its collaborative relationships with the Renault Group, Mitsubishi and Honda to streamline operations and further reduce costs.

Worryingly for UK employees, the future of the Sunderland plant (pictured below) – which builds the Qashqai and Juke models – is uncertain, with the job losses said to affect personnel across manufacturing, administrative, and research and development roles.

Nissan currently employs around 134,000 people worldwide, with approximately 6,000 workers attached to the Sunderland site.

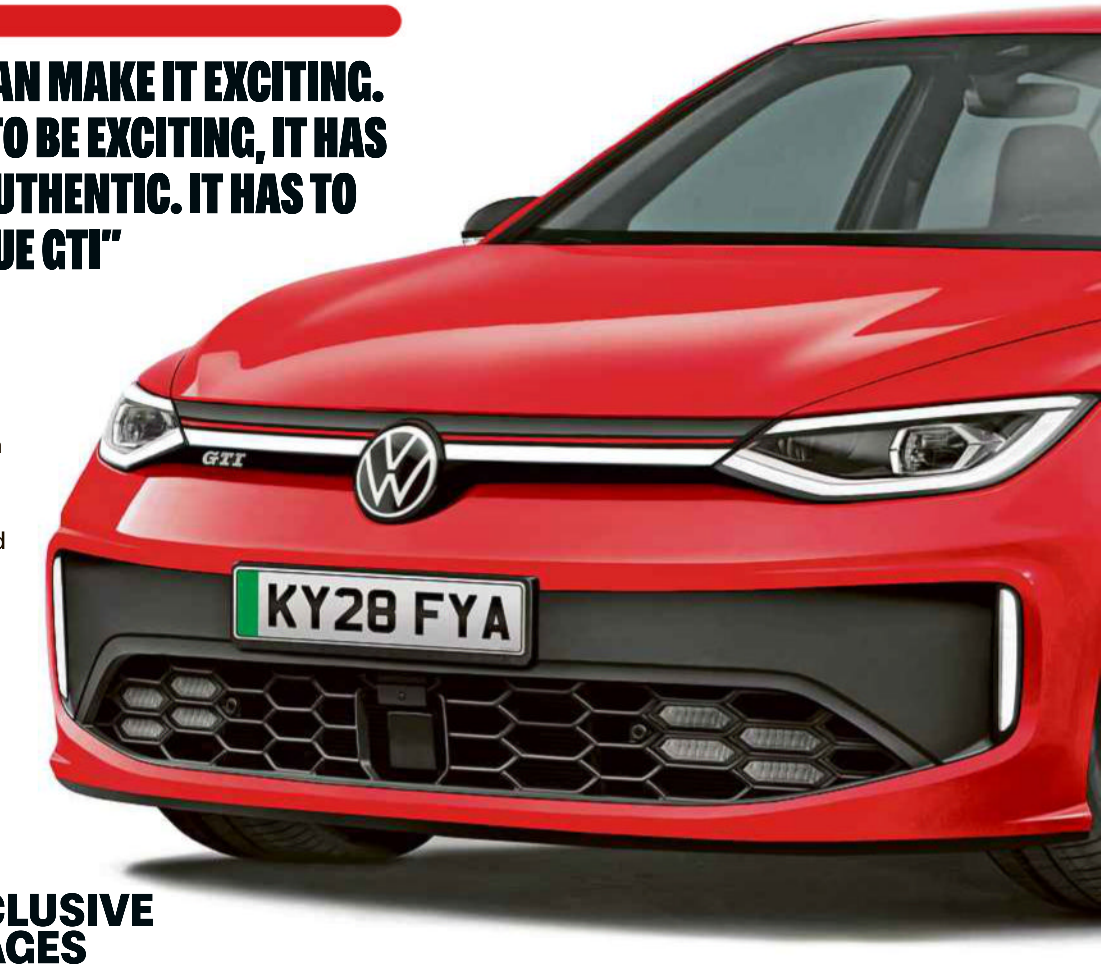
Electric Golf GTI to take

Phil McNamara

Phil.McNamara@autoexpress.co.uk

VW is bringing the iconic hot hatchback brand into the EV era, with the new G

> **"YOU CAN MAKE IT EXCITING. IT HAS TO BE EXCITING, IT HAS TO BE AUTHENTIC. IT HAS TO BE A TRUE GTI"**



E-GTI
How we think the hot Golf will look when it arrives later this decade, to be followed by a Golf e-R

Pratyush

EXCLUSIVE IMAGES

THE first all-electric Golf GTI is under development – and Volkswagen CEO Thomas Schäfer promises "it'll be a monster car".

VW will keep updating the current Golf until the end of the decade, at which point a pure-electric version will come into play, based on the VW Group's all-new SSP architecture. And with zero margin for error on such an iconic halo car, conceptual work is already well under way.

"I'm very happy with the progress," said Schäfer. "It's cool. You can make it exciting. It has to be exciting, it has to be authentic. It has to be a [true] GTI."

The GTI will be front-wheel drive, despite its closest electric sibling – the ID.3 GTX – having a 322bhp motor driving the rear wheels. That's around 60bhp more than today's 2.0-litre turbocharged petrol GTI, but it's possible that the e-GTI will match its stepchange in power, because of an electric motor's ability to precisely control the torque at each wheel.

The first electric Golf R – also being planned, according to Schäfer – will have the capacity to come with another power leap, with drive being applied to all four wheels.

The ID.2 GTI – already shown in concept form – will set the benchmark for the new hot Golf, Schäfer said. "We'll bring through a whole group of GTI, starting with the ID.2 GTI, which is the first one coming electrically. When we started this journey, [we told] the development teams 'we've got to be proud of the GTI of the future', and the team's taking that on."

The CEO has already hot-lapped the upcoming GTI, expected to hit the market in 2026. "We've driven a few prototypes on the new set-up, and it's mind blowing. What about the sound? What about the total feel, the handling and so on? It can be done," Schäfer said - but he wouldn't be drawn on whether the GTI would emulate Hyundai's Ioniq 5 N with its simulated gearshifts and soundtrack, along with a drift mode – electronic playthings that would be better suited to the more hardcore nature of the electric Golf R.

Digital work on the new Golf package is shaping up, before the car moves into the physical prototype stage. "We know what the vehicle looks like and [we can] sit virtually in the vehicle," said Schäfer. "The dimensions of the platform and the vehicle are clear, although it's not [fine-tuned] to the last design detail. We have many steps to get through."

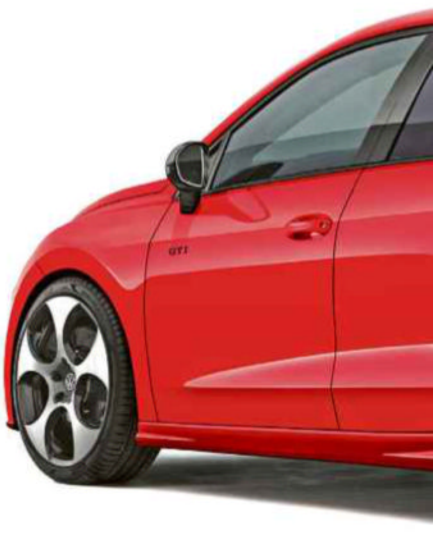
The SSP underpinnings will be a game changer for the Volkswagen Group. Electric cars from Skoda and VW all the way up to Lamborghini and Bentley will tap into the hardware and software modules it introduces, but iterations will be broken down according to vehicle size and cost.

"It's going to be really scalable," the boss told Auto Express on the fringe of the FT's Future of the Car summit. "We have certain sizes according to the vehicle, but still the same modules of the key components that can be used across [SSP], so you have the maximum scaling effect, also in purchasing power."

And what's Thomas Schäfer's favourite GTI of all time? "I think the first one is the most exciting, because it came out of nowhere and was a total game changer."

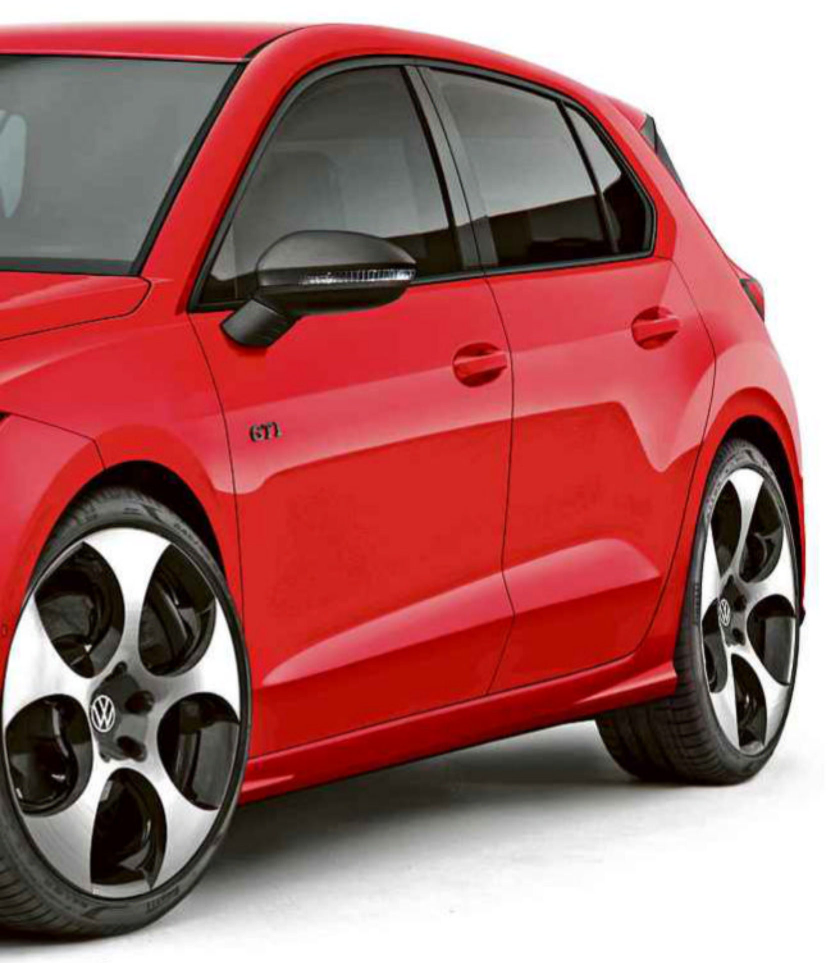
That first Golf GTI made 108bhp from its 1.6-litre, naturally aspirated, four-cylinder engine. That'll be a world apart from the first all-electric, 300bhp-plus Golf GTI arriving some 54 years later – but hopefully its core DNA will be very much intact.

> **"THE E-GTI WILL BE A FRO ELECTRIC SIBLING – THE I**

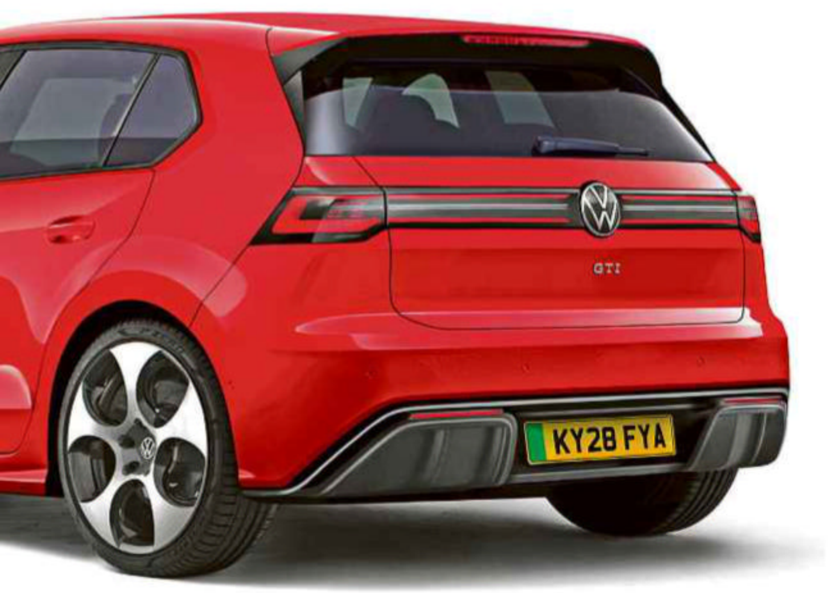


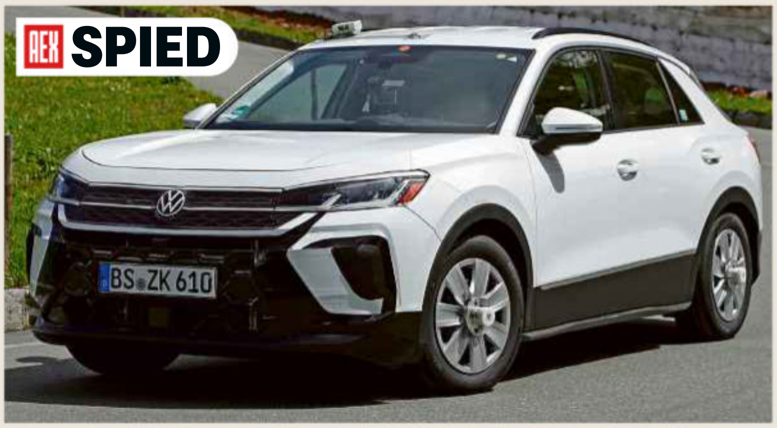
the icon into the 2030s

Golf GTI EV already in development



NT-WHEEL-DRIVE CAR, DESPITE ITS CLOSEST
D.3 GTX – BEING REAR-WHEEL DRIVE”





Automedia

New-look nose brings design of next T-Roc in line with Tiguan and Tayron

T-Roc to get hybrid power for first time

AEX THE second generation of the Volkswagen T-Roc will be revealed in August, the brand’s CEO, Thomas Schäfer, has confirmed. The compact SUV will be the first VW to feature new full-hybrid tech that’ll eventually make its way into the Golf and Tiguan.

The first images of the all-new T-Roc were leaked in January and the latest spy shots confirm the car’s more aggressive design.

The wide-mouthed front end has a clear resemblance to the latest Tiguan, Tayron, Golf and Passat. And looking beyond the sizable grille and prominent air intakes on either side, we can see a slim set of LED headlights connected by a thin strip, while the rear features a larger lightbar. The new model also carries forward the current T-Roc’s rakish roofline and sloped rear window.

Technical details of the hybrid powertrain are still under wraps, but Schäfer told us why the firm is introducing this technology now despite its plans to go electric-only in less than a decade.

“We needed to do it, because South America needs it,” he said. “They need a HEV [Hybrid Electric Vehicle] drivetrain, and the car is built in South America for South America, and also in China.”

He continued, “we’re experimenting [with full-hybrid tech] now because certain regions like North America are gliding into HEV. Interestingly, although HEV has become a big theme in the US specifically, it was a technology that everybody said was not necessary any more. But now with the BEV slowdown in the US, the balance is moving towards HEV.”

Underneath, the T-Roc will sit on the MQB evo platform used by the current Mk8.5 Golf, and should be offered with several other powertrains as well as hybrid.

The entry-level engine, for instance, is likely to be a 1.5-litre four-cylinder producing up to 148bhp. A 2.0-litre diesel engine will probably also be available.

The new T-Roc is set to be the last all-new model VW launches with internal-combustion power.

“THE T-ROC SHOULD BE OFFERED WITH SEVERAL OTHER POWERTRAINS AS WELL AS HYBRID”

EV option added to reva

Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

REVEALED Fresh styling and tech, plus an electric powertrain, are on the car

AEX OFFICIAL

"THE NEW EV POWERTRAIN HAS 213BHP AND AN OFFICIAL RANGE OF 280 MILES"

DS Automobiles is hoping a new electric powertrain and a different name will give its premium Golf-sized hatchback some added street cred when it arrives in the first quarter of 2026. Launched as the DS4, it's now called No4, in line with the all-new DS No8, and adds a full-EV powertrain for the first time, plus new styling and upgraded tech.

The front-mounted e-motor generates 213bhp and draws energy from a 58.3kWh battery pack, which is enough for a claimed 280 miles of range on the WLTP cycle.

The set-up is capable of up to 120kW DC fast charging, topping up the battery from 20 to 80 per cent in around 30 minutes. These are not groundbreaking figures, but compare favourably with similarly sized mixed-powertrain rivals such as the Peugeot e-308, which also need to support both ICE and EV layouts.

The plug-in hybrid No4 has gained additional upgrades, with a more impressive 50-mile electric range thanks to a bigger 14.6kWh battery pack. This powers a 109bhp e-motor that's integrated into a new seven-speed dual-clutch transmission. It's paired with a 1.6-litre turbocharged four-cylinder petrol engine that generates 176bhp on its own, for a combined power figure of 222bhp.

The entry-level hybrid option combines a 143bhp 1.2-litre three-cylinder engine with a small e-motor and six-speed dual-clutch transmission. DS claims it can run on e-power for around 50 per cent of the time in urban environments.

Alongside these technical powertrain upgrades is a subtle collection of styling and technology updates; up front, the lights, grille and bonnet have been redesigned for a new lighting signature that extends across the nose.

The car's rear end has also been freshened up, with new lights connected by a dark chrome strip. Alloy wheel sizes vary between 19 and 20 inches, the latter optional.

Inside, DS's intricate design remains, but incorporates a larger 10-inch digital driver's display in addition to the existing 10-inch touchscreen and a further screen mounted on the centre console.

With three different powertrains requiring different battery sizes, boot capacity varies between 430 litres for the hybrid, 390 litres for the EV and 360 litres for the PHEV.

DS AUTOMOBILES
N°4
DS N°4

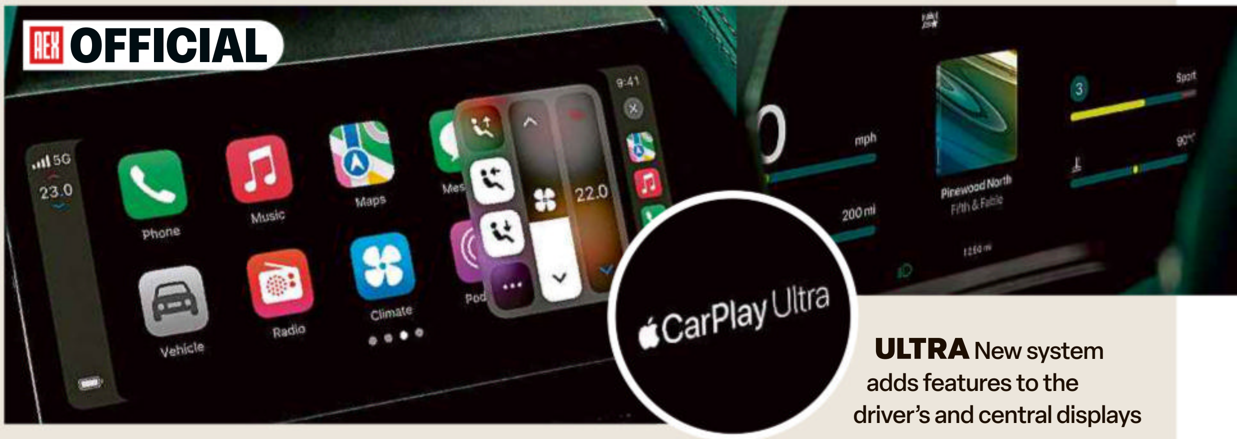
Driver gets a bigger display and there's an extra screen on the centre console

amped DS No4 line-up

ds for DS's high-end hatch

STYLING The front and rear have been designed with new lighting signatures, plus 19 or 20-inch alloy wheels

Aston Martin's DBX is first model to integrate Apple CarPlay Ultra



ULTRA New system adds features to the driver's and central displays

Jordan Katsianis

ASTON Martin is the first manufacturer to offer the new Apple CarPlay Ultra system – and it's rolling out on new DBX orders in the USA and Canada. Unlike regular CarPlay, Ultra also features on the driver's digital dial pack.

The new system will be downloadable on most of Aston Martin's other models – including the Vantage, Vanquish and DB12 – over the next few months, with other manufacturers following suit over the next year.

Ultra's expansion to the driver's display brings with it Apple's own graphics for critical information, such as speed, trip data and active safety displays.

Aston Martin has worked closely with Apple to ensure that CarPlay Ultra remains consistent with its unique design philosophy, and is recognisably 'Aston Martin'. So while these digital interfaces will be customisable, with different colours and layouts, there is an Aston Martin-specific mode that includes unique elements, such as a small 'Made In England' insignia on the roundels, plus a few combinations of colour and font not otherwise available. Also, CarPlay apps, such as Apple Maps, the Music app or Spotify, can be shown on the dial pack.

> **"ASTON HAS WORKED WITH APPLE TO ENSURE ULTRA FITS IN WITH ITS DESIGN PHILOSOPHY"**

The second big change involves the set-up's touchscreen interface, with Apple now integrating new functions such as basic climate controls, the details of which will vary according to the car. This means drivers no longer need to switch between CarPlay and the car's own user interface to make a temperature change if there are no physical controls.

Vauxhall turns up the wick on the Mokka as it adds GSE-badged model

VAUXHALL is spreading its GSE sub-brand into new segments, with the Mokka small SUV set to receive the performance badge.

The car's power figures have yet to be announced, but the Mokka Electric uses the e-CMP architecture from Stellantis. Given that the Alfa Romeo Junior Veloce uses a modified version of this platform called Perfo e-CMP, with up to 278bhp, we expect the all-electric Mokka GSE to provide a notable increase over the current model's 154bhp when it arrives, possibly later this year.

GSE
EXHILARATION

Vauxhall's shadowy Mokka GSE teaser image (shown here) doesn't provide many clues as to the new edition's design, although the GSE will get the 'IntelliLux' LED matrix headlights offered on higher-spec models. Vauxhall says GSE owners can look forward to a "sporty look", which is likely to mean larger wheels, white paint and bigger bumpers.

Jag claims 32k buyer

A close-to-production concept of the eagerly awaited EV is set to be reveale

Ellis Hyde

Ellis.Hyde@autoexpress.co.uk

AEX DESPITE controversy over Jaguar's new direction, the firm says more than 32,000 people have expressed interest in its upcoming all-electric four-door GT before they've even seen the finished car.

The radical Jaguar Type 00 presented late last year offers a glimpse of the British marque's new design language and philosophy.

JLR CEO Adrian Mardell has confirmed to Auto Express that a concept model of the GT – presumably a very close-to-production one – will be unveiled before the end of the year, ahead of the road-ready version, which is expected to cost from around £130,000 when it arrives in 2026.

The eagerly awaited model has been hailed by the brand as one of its most ambitious yet, and previously published spy shots (Issue 1,870) provided a clear insight into the new car's wild proportions. Although the test car was wearing a thick layer of camouflage, the car's sheer width was immediately apparent.

Other elements, such as the exposed upper half of the doors, revealed a sharp shoulder and flush handles that sit below small windows in frameless glass. The nose was still relatively well hidden, with the car on test using makeshift headlights, but it was clear the long bonnet will sit low over the wheels for a sleek silhouette.

The as-yet-unnamed four-door GT will be the first car on the new Jaguar Electric Architecture platform; this will underpin the initial trio of models planned as part of the brand's move upwards to a high-end positioning focused on "modern luxury". The other two models are likely to be a large SUV and a luxury saloon.

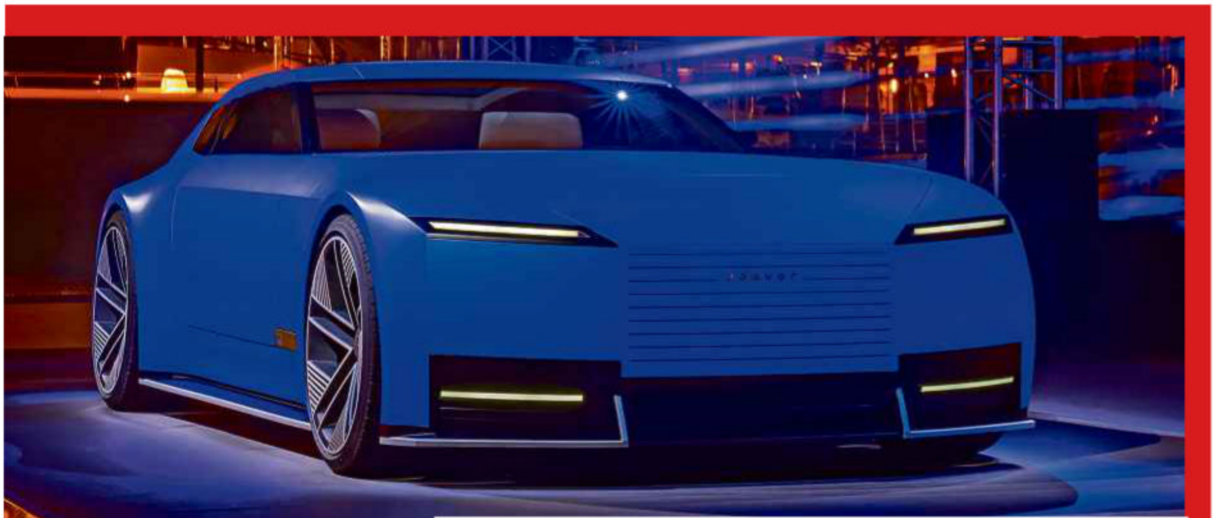
Jaguar is pledging a 430-mile range for the GT and ultra-fast charging, with the company's managing director Rawdon Glover describing its technology as "game-changing". He also said: "We will move from range anxiety to charging anxiety, but this car will be able to add 200 miles of charge in 15 minutes."

ADRIAN MARDELL CEO, JLR

> **"THIS IS THE TIME TO DO SOMETHING SPECIAL. IT'S A CLEAN-SHEET APPROACH WITH NO LIMITATION ON FRESH IDEAS"**

According to Jaguar, the need to completely shift the brand into a much more expensive arena is an obvious one. "The past decade has seen Jaguar pursue a mass-volume strategy, and the cars have not been distinctive enough," said Mardell.

"This is the time to do something special; exuberance is something Jaguar has always been seen to have. The same excitement as the E-Type – this is a clean-sheet approach to a reimagined brand with no limitation on fresh ideas."



TYPE 00 CONCEPT Radical model piqued potential buyers' interest

IMMINENT Range Rover Electric is set to go on sale from 2026

Soaring sales help increase profits for Jaguar Land Rover

JAGUAR Land Rover raked in £2.5billion of pre-tax profit during the past financial year – its highest figure in 10 years, and a 15 per cent increase year-on-year – and saw record Land Rover Defender sales, with 115,404 new models flying out of showrooms in that same period.

JLR generated £29billion in revenues in the 12 months from the end of March last year during which time, like other car makers, it also had to navigate "global economic challenges," particularly the 25 per cent tariff imposed by President Donald Trump on foreign-made cars, first suggested in February.

News of JLR's record profits comes shortly after a trade deal was struck between the UK and US that will reduce the tariff for the first 100,000 British-made cars to 10 per cent, and has provided some welcome relief.

That's great news for the Range Rover and Range Rover Sport, which are built in Solihull in the Midlands, especially with the first-ever Range Rover Electric arriving soon and having already amassed a waiting list of 62,000 potential customers.

However, the Land Rover Defender is made in Slovakia, so it's still subject to the original 25 per cent tariff. When asked about this, JLR CEO Adrian Mardell told Auto Express: "We're working where we can to mitigate the impact of tariffs."

s are interested in GT

d later this year

SPECIALS
Tempest pairs a Petra Copper roof with a choice of three matte body colours

Land Rover Discovery refresh ushers in new special editions

Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

LAND Rover has revealed subtle updates to its Discovery for the 2026 model year, with small tweaks to the colour and wheel options, plus a pair of distinctive new special editions. Priced from £64,810, the MY26 range is available now solely with a D350 mild-hybrid diesel powertrain.

The new special editions, called Gemini and Tempest, add styling and trim enhancements to the mid-point and top of the range. The £72,505 Gemini includes new 21-inch wheels and the unique option of Sedona Red paint.

Inside, a range of additional features such as a refrigerated centre console storage bin, clip-in tablet holders in the second row, and a tri-zone climate control system are all included.

Tempest is at the top of the range, and kicks off at £83,720 which makes it the most expensive Discovery available right now. It's based on the existing Metropolitan trim and adds a Petra Copper contrasting roof and skid plates plus duo-tone wheels of the same shade. The car's body is covered in a matte protective film over one of three colour options.

Its interior features high-grade finishes, with three Windsor leather options available for the seats, doors and dash, plus a leather-wrapped steering wheel boss to improve the ambience.

Across the rest of the Discovery range, Land Rover has added a few new wheel designs and sizes of between 20 and 22 inches, plus some new accessory packs.

The D350 mild-hybrid diesel engine powers a capable all-wheel drive system through an eight-speed automatic transmission. Peak power is rated at 345bhp, with 700Nm of torque, while towing capacity is rated at 3,500kg.

The main Discovery range will otherwise continue with S, SE, HSE and Metropolitan trims, in addition to these two special editions and the commercial variants.

Savane 4x4 has motors on each axle

All-wheel-drive Renault 4 teased by fresh concept

WE'VE known for some time that the new Renault 4 could be offered with four-wheel drive, but now we're all but certain it'll happen thanks to the Renault 4 Savane 4x4 concept.

The Renault 4 – which we drove for the first time in Issue 1,881 and were hugely impressed by – is front-wheel drive only at the moment. This new 4x4 concept adds a second electric motor to the rear axle to provide permanent four-wheel drive for better traction in slippery conditions and "the freedom to take on any type of terrain".

The new creation is no Jeep Wrangler or Land Rover Defender, but the ground clearance has been increased by 15mm compared with the regular R4. The front and rear track are both 10mm wider and the concept rides on a special set of Goodyear UltraGrip Performance+ tyres wrapped around some unique 18-inch Savane wheels.

The Savane 4x4 is making its debut at the French Open tennis tournament in Paris, alongside the Renault 5 Roland-Garros.

Buy tyres online with local fitting

Best online tyre retailer 2024
10th consecutive win
from Auto Express

170,000+ reviews
Rated Excellent on Trustpilot

Tyre Guarantee
On all tyre brands

2,200+
UK fitting centres

Enter your reg number today to discover the **best tyres**, and **offers**, for **your car**.

blackcircles.com
click & fit® tyres

Scan to search for tyres

ECSTA SPORT
KUMHO

Eric Cantona teams up with Ford for one-off edition of new Capri

DURING the new Ford Capri's launch last year you may have noticed football star Eric Cantona drumming up excitement for the all-electric SUV – and now he has teamed up with the company to build a one-off model to commemorate the partnership.

Working with the Capri's exterior designer, Thomas Morel, Cantona has created a Capri in Signal Orange, with a gloss black motif on the side that runs into the number seven – his shirt number for much of his career.

In addition, there are gloss black stripes running from front to rear, 21-inch wheels in black and silver, plus a rear spoiler. More discreet details include Cantona's signature on the wing and a crown badge on the rear pillar in a nod to his nickname, King Eric.

For all that, though, the exterior is rather restrained compared with the interior. Here you'll find numerous references to Cantona's career. On the headrests, for instance, there's an outline of the player delivering his infamous flying kick on a Crystal Palace fan in 1995.

The centre console has been redesigned, while the seats have orange stitching and twin orange stripes, plus orange-edged floor mats and a leather steering wheel stitched in, yes, you guessed it, orange.

The Capri that forms the basis for this special edition is the Extended Range RWD with a 77kWh battery sending power to a rear-mounted 282bhp electric motor.

Cantona said: "True joy comes from expression, whether that is on the football pitch, on canvas or the stage. This Capri reflects the many facets of Cantona – it deserves the title of 'Legend'."

FAILURES
According to ADS, poor customer database maintenance is resulting in more cars with faults on the road

OFFICIAL

Dealers blamed for missed car recalls

Chris Rosamond

Chris.Rosamond@autoexpress.co.uk

THE UK is facing a rising trend of missed vehicle recalls, as the latest data reveals that more than 3.2 million cars are on the road with faults that have not yet been rectified – and some of them are potentially unsafe.

The figure has been shared by Auto Data Solutions (ADS), a company that works with dealers to help manage relationships with customers, and it puts the blame squarely on dealerships rather than drivers. ADS reckons poor customer database maintenance, a gap in manufacturer support for franchised dealers, disconnected data systems and a "cultural blind spot" that fails to recognise recall work as a potential business development opportunity, are all combining to exacerbate the issue of more cars on the road with defects that should have been fixed under the recall system.

"Franchise dealers are the customer's main point of contact for recall rectification, and are ideally equipped to establish contact and take them through the process – but it's happening less as time goes on," says ADS operations director Jon Sheard. "The risk of an unrectified vehicle leading to tragic consequences affects brands as well as their dealers, threatening relationships with customers throughout the industry."

ADS also recently warned that dealers could face new problems in the event of a missed recall becoming an MOT failure. It said they would risk further reputational damage if dealer workshops were faced with being "unable to handle a sudden avalanche of unhappy customers, stranded without their cars".

Sheard suggests that as the number of electric cars increases, with potentially fewer workshop visits due to less frequent servicing requirements, the potential exists for the problem of missed recalls to get even worse.

Since 2018, the rate of recalls being left unrectified has already risen from around 18 per cent to almost 30 per cent in 2023, the latest year for which the Driver and Vehicle Standards Agency has figures.

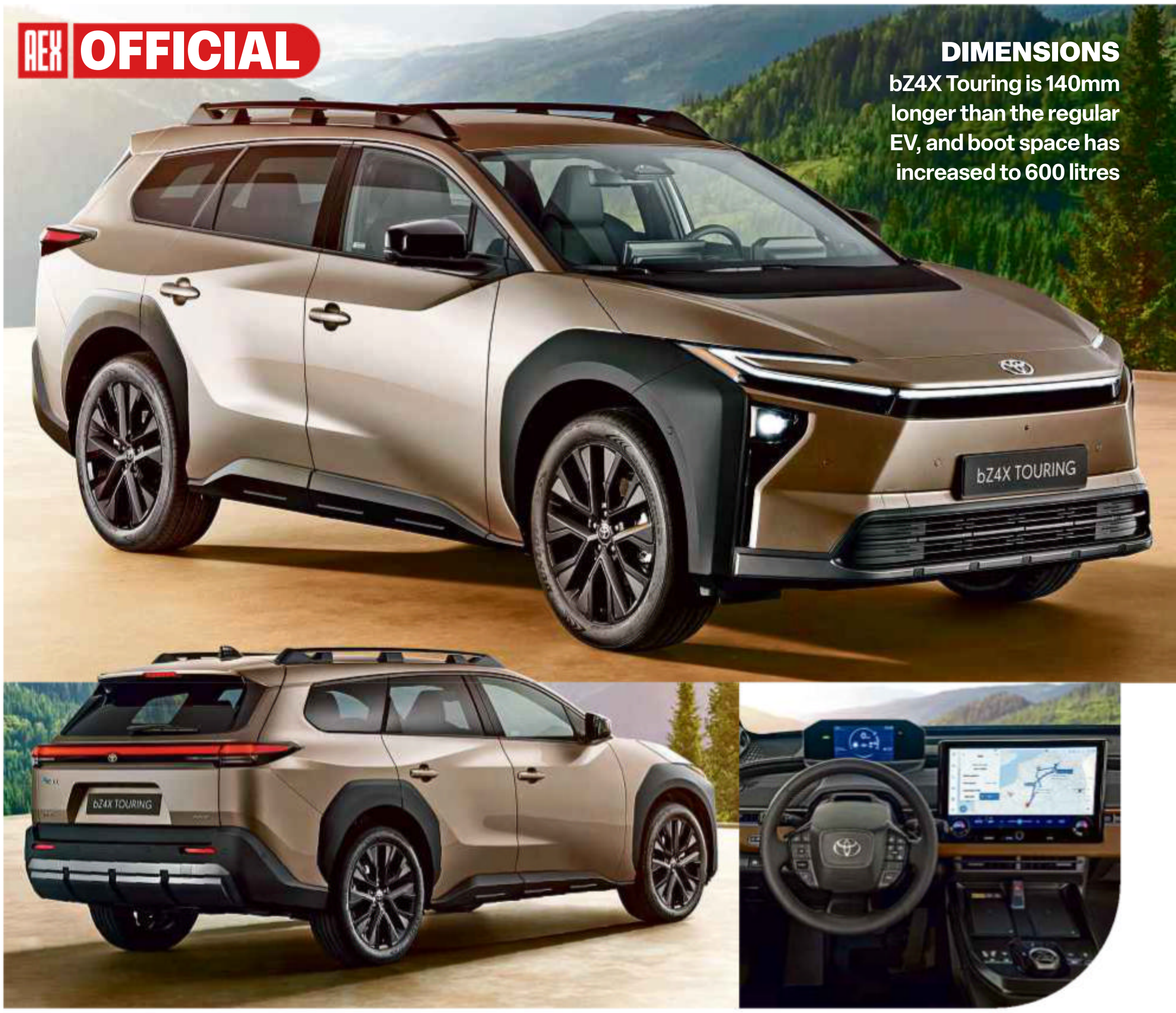
> **"MORE THAN 3.2 MILLION CARS ARE ON THE ROAD WITH FAULTS THAT HAVE NOT YET BEEN RECTIFIED – AND SOME OF THEM ARE POTENTIALLY UNSAFE"**

Toyota bZ4X Touring gu

Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

REVEALED More practical version of brand's electric SUV arrives next spring



DIMENSIONS
bZ4X Touring is 140mm longer than the regular EV, and boot space has increased to 600 litres

A MORE practical Toyota bZ4X Touring is set to join the updated version of the standard car next spring. Now much more overtly 'SUV' in its size and stature, the bZ4X Touring is aimed at those who demand extra space from their EVs, with a big increase in luggage space, plus all the technical upgrades recently introduced as part of the standard bZ4X model's facelift.

The key difference is the Touring's bigger body, which is 140mm longer and 20mm taller than the current bZ4X. This yields more room inside, with boot space now increased by around a third to 600 litres. The second row of seats should also benefit from more headroom and an added sense of space, thanks to larger rear windows.

Toyota has also fitted new roof rails that are rated to carry up to 70kg, and the car's towing capacity is boosted to 1,500kg – which should make the Touring much more suitable for outdoor types who like to haul caravans or sleep in roof-top tents.

The bZ4X will be available with two powertrain options, both using the same updated 74.7kWh battery pack that was also revealed with the facelift a few months ago. The first, single-motor version produces 221bhp and is capable of a WLTP range of up to 348 miles – a huge increase on early bZ4X models.

A more powerful 376bhp dual-motor variant will sit above this, and thanks to its second motor also delivers all-wheel drive. In order to make the most of this increased driveability, it will come with Toyota's X-Mode, which augments the power delivery to help in slippery conditions. Official WLTP range figures for this variant haven't been released as yet, but expect a small dip compared with the single-motor car's.

Both powertrain options feature 150kW DC fast charging and there's an 11kW or 22kW on-board charger for the single and dual-motor options, respectively. These are not quite class-leading figures when compared with many Korean or European rivals, but they're no longer too far apart when it comes to range, as the previous-generation bZ4X was.

In terms of design, the new Touring borrows many cues from its new Subaru Trailseeker sibling (Issue 1,879), which will also be arriving in Europe later this year, but features a slightly less rugged look with a sleeker front end defined by slim, C-shaped daytime running lights.

Like the standard bZ4X, the new Touring model comes with an updated interior, featuring a larger central infotainment screen and redesigned centre console that liberates more storage space for small items.

Specific UK trims and prices have yet to be set, but we expect things to kick off at around £45,000 for the entry-level model. We'll find out more closer to the car's arrival in the spring of next year.

> **"THE ROOF RAILS ARE RATED FOR 70KG AND TOWING CAPACITY IS BOOSTED TO 1,500KG, UPPING ITS APPEAL FOR OUTDOOR TYPES"**

ns for Subaru Outback

, with prices from around £45k

Fresh entry-level trim drops 208 price to less than £20k

OFFICIAL
208

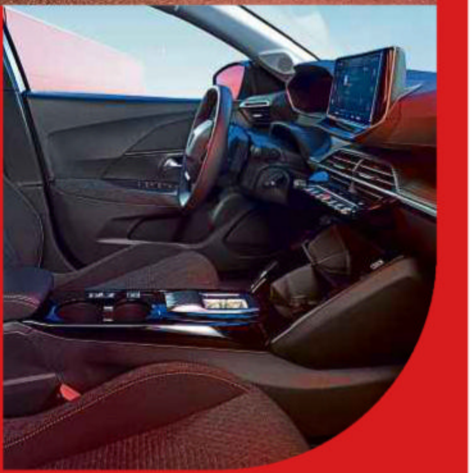
Alastair Crooks

PEUGEOT has introduced a new Style trim to its 208 line-up, meaning the starting price for the supermini range has dipped below £20,000.

At just £19,995, the 208 Style is significantly cheaper than the previous entry-level 208 Allure model, which costs £24,645. The 208 Style is also less than the cheapest Skoda Fabia (£20,515) and the £20,015 SEAT Ibiza, although its Stellantis sibling, the Vauxhall Corsa, still comes in considerably cheaper, at £18,690.

There's just a single powertrain offered on the 208 Style – a 1.2-litre turbocharged PureTech three-cylinder petrol with 99bhp and 205Nm of torque. It's only available elsewhere in the 208 range if you choose the Allure trim and it's paired with a six-speed manual transmission with stop/start functionality to deliver a combined fuel efficiency figure of 58.2mpg.

The Peugeot 208 Style might be the base-level version, but it comes with an adequate spread of equipment. Inside, there's a leather steering wheel, cloth seats, automatic air-conditioning, rear parking sensors and one-touch front and rear electric windows. Peugeot's i-Cockpit dash layout remains, with a small, sporty steering wheel, although you only get a 3.5-inch driver's display instead of the 10-inch unit in other 208 trim levels. You do at least get the same 10-inch central touchscreen.



EQUIPMENT Style trim gets air-con, rear parking sensors, a leather-trimmed steering wheel and electric windows

Four metallic paint shades are offered including Cumulus Grey, Nera Black and a new Okenite White along with the no-cost option of Agueda Yellow.

Peugeot has also tweaked the hybrid and pure-electric versions of the 208, with power outputs boosted to between 109bhp and 144bhp.

Six-speed-manual hybrid city car is being built in Turin

New Fiat 500 'Ibrida' set to launch with a manual 'box

FIAT has released images of the first pre-production units of the forthcoming hybrid 500 rolling out of its Mirafiori plant in Turin, Italy, ahead of a November launch.

It's likely to be badged 'Ibrida' (Italian for hybrid) – as fellow Stellantis brand Alfa Romeo has done with its new Junior Ibrida – and will probably use the same mild-hybrid technology installed in the Peugeot 208 and Vauxhall Corsa.

While those cars have a turbocharged 1.2-litre three-cylinder petrol engine paired with a six-speed dual-clutch auto transmission with an electric motor, Fiat's images show a six-speed manual gearbox, just like the old 500 Hybrid. A 10.25-inch touchscreen is also evident, although the 500 Ibrida has a different dash layout to the 500e.

Audi e-tron GT quattro is back with 384-mile range

THE entry-level 'quattro' variant has rejoined the Audi e-tron GT range, following the sports car's mid-life update.

Priced from £89,505, the quattro is £19,215 less than the next cheapest edition in the line-up, the S. It's also only £1,305 more than the most affordable Porsche Taycan, with which the e-tron GT shares its architecture.

Despite being comfortably the cheapest variant in the line-up by some margin, the e-tron GT quattro has the same 97kWh battery as the rest of the range, although it comes with a dual-motor layout with a total of 496bhp (576bhp with overboost) – some way off the 669bhp e-tron GT S.

Performance figures haven't been released but the quattro has a range of 384 miles – the S can cover 374 miles. As with the other e-tron GTs, it also offers the faster 320kW charging that was introduced with the facelift.

WITH LITTLE
HAVE HYDRO
STALLED FOR

HYUNDAI IS PREPARING ITS LATEST NEXO F
FOCUS ON PLANT AND HEAVY HAULAGE OPT
CELL PASSENGER VEHICLES IN BRITAIN?

Chris Rosamond

Chris.Rosamond@autoexpress.co.uk

HYDROGEN-fuelled trucks, buses and even off-road earth movers are making inroads in the market here and around the world, yet the number of publicly accessible hydrogen filling stations for cars in the UK has fallen from a dozen or so to, er, just one, in Birmingham. So is the notion of hydrogen fuel for passenger cars stuck in the mud, or dead?

The launch of Hyundai's latest fuel-cell-powered Nexo SUV at the recent Seoul Mobility Show was an exciting moment for drivers interested in the potential benefits of hydrogen.

Hyundai is sure there's still a big future for Fuel Cell Electric Vehicles (FCEVs), and it plans to announce a UK price for the Nexo this year, with a view to delivering the SUV to selected customers in 2026. Given that the starting price is likely to be higher than the £65,000 commanded by the previous Nexo, the company says it's already in talks with companies using – or considering – hydrogen to fuel commercial transport operations, such as port operators, who won't have to rely on a currently non-existent public refuelling network.

But with the prospect of selling just a handful of cars, why bother? "For us hydrogen is a big part of the renewable sector, particularly if you look at our home market where it's becoming very successful," Hyundai's UK head of product and technical PR Robin Hayles told us. "It's very important to demonstrate this tech is viable, and we're pushing ahead. We know it's a challenge, but we want to showcase hydrogen as a key part of the suite of renewable tech we offer."

Speaking in a personal capacity, but sharing a view held by many, Hayles said he believes the key to a hydrogen future rests with commercial vehicle operators. "Commercial vehicles will unlock everything," he continued, pointing out that while it doesn't make sense to build refuelling infrastructure for a few passenger vehicles, it's different for the transport industry. "The economics of refuelling hydrogen trucks is very different from cars, but the technology is essentially the same," he said. He believes it's simply a matter of time before the planned commercial refuelling network opens up to fuel-cell passenger cars.

There's plenty of fuel-cell activity in the heavy end of the vehicle market, with hydrogen-fuelled trucks and buses already in service at numerous locations around the world – including the UK. Hydrogen-fuelled combustion engines are beginning to see service with the likes of JCB, Komatsu and Cummins, while in February planning permission was granted in Teesside for the first in a network of 50 hydrogen truck-refuelling stations planned by 2030 in the UK.

Yet when it comes to passenger cars, it's fair to say that many of those who once saw hydrogen as a fuel of the future, have been seduced by the rapid development of battery and charging tech. It's making battery EVs increasingly practical and cost-

LIQUID HYDROGEN REFUELING STATION
FUEL CELL TRUCK

INCOMING
UK deliveries of Hyundai Nexo are expected to start next year

> **"IN FEBRUARY, PLANNING PERMISSION WAS GRANTED IN TEESSIDE FOR THE FIRST IN A NETWORK OF 50 HYDROGEN TRUCK-REFUELLING STATIONS PLANNED BY 2030 HERE IN THE UK"**

UK SUPPORT, GEN CARS R GOOD?

CEV TO GO SALE HERE IN 2026. BUT WITH THE IONS, IS THERE REALLY A FUTURE FOR FUEL-

ROBIN HAYLES Hyundai UK

> “FOR US HYDROGEN IS A BIG PART OF THE RENEWABLE SECTOR, PARTICULARLY IF YOU LOOK AT OUR HOME MARKET WHERE IT’S BECOMING VERY SUCCESSFUL ”

CLARE JACKSON Hydrogen UK

> “ONCE REFUELLING INFRASTRUCTURE IS ROLLED OUT FOR HGVS AND BUSES, THAT COULD UNLOCK THE FCEV OPTION FOR BUYERS ”

effective, while hydrogen FCEVs – thanks to non-existent infrastructure, and debate about the most appropriate use of currently limited green hydrogen stocks – still look like a pipedream in Europe, at least.

That’s not the case in Asia, where both Hyundai and Kia – which has pledged to introduce not just a single SUV, but “a hydrogen fuel cell vehicle line-up” in coming years – are aided by a South Korean national strategy to promote a hydrogen economy. This includes a target for 1,200 hydrogen fuel stations by 2040, and the country plans to convert much of its military muscle to hydrogen power. Honda and Toyota also remain committed to hydrogen, supported by a Japanese government pledge to facilitate 15 trillion yen of investment (£80 billion) into a hydrogen supply chain by 2040.

Yet among the major European car makers, only BMW is promoting hydrogen for use in passenger cars. “Many of our customers are already delighted with our BEV models, as increasing sales figures show,” a spokesperson told us. “However, in the long term we are convinced that a second emission-free drive system variant will make sense.”

BMW also believes that support for the use of green hydrogen in the transport sector is an important step on the road to net-zero. In its response to the recent consultation on the UK Government’s Zero Emission Vehicle Mandate, BMW told us, it emphasised the importance of hydrogen refuelling stations to support future hydrogen mobility. “We see a well developed and accessible infrastructure network as key to enabling a successful shift to zero-emission transport,” the firm said.

The European Union has a plan to introduce hydrogen fuelling stations on its major routes, but the UK Government seems set on a pathway to 2050 net-zero goals that doesn’t leave room for hydrogen in cars.

The DfT told us: “The Government is committed to supporting the development of hydrogen as a key part of our clean energy strategy, particularly for transport where electrification is less practical.

“While the focus for cars and vans remains on battery electric, we are investing in hydrogen for transport modes that can benefit most, such as aviation, shipping, HGVs and some buses.” This approach reflects that of the UK’s Climate Change Committee, set up to advise the Government on the country’s path to 2050, which recently reported that it saw no role for hydrogen in passenger transport.

Even the Society of Motor Manufacturers and Traders appears muted in its enthusiasm for hydrogen cars. Chief Executive Mike Hawes told us: “The transition to zero-emission transport should take a technology-neutral approach, allowing all technologies and fuels – including hydrogen – to form part of the decarbonised future. Many makers are investing in hydrogen for the UK and European markets and it could have a significant role to play for the hardest-to-electrify applications, such as certain HGV and off-highway use cases. The UK must also consider adjacent market strategies given the importance of cross-border traffic, especially freight, and that means investing in relevant infrastructure to enable free-flowing traffic movements irrespective of technology.”

But there’s a glimmer of hope from Clare Jackson, CEO of industry trade body Hydrogen UK. While acknowledging that present priorities don’t include hydrogen cars, she’s open to the notion that building out hydrogen infrastructure could open doors for FCEVs in future.

“Hydrogen has a role to play in many sectors. In transport, hydrogen will have an important role in aviation and shipping, as well as for larger vehicles such as HGVs and buses,” she said.

“Whilst we expect BEVs to be the dominant technology for passenger cars for the foreseeable future, once refuelling infrastructure has been rolled out for HGVs and buses, that could unlock the option for buyers to choose between BEVs and FCEVs.”

AUTO EXPRESS

FIRST FOR DRIVES

26 HYUNDAI INSTER
First drive of UK-spec baby EV

30 FERRARI ROMA SPIDER
Four-seat cabrio hits the spot

32 TOYOTA AYGO X JBL
The small car with a big sound

> "This isn't simply a one-trick, straight-line pony – it has a serious amount of tech to allow its power to be exploited"

Lotus Eme

Alex Ingram

Alex.Ingram@autoexpress.co.uk

FIRST DRIVE British brand's electric gr
it's going to give the Porsche Taycan Tu

THE Lotus Emeya 900 Sport Carbon is three times the car the Lotus Elise S2 ever was. Literally. With the former weighing 2.65 tonnes, it'd take three of Hethel's mid-engined sports cars to come close to balancing the Emeya on some sort of giant automotive see-saw, and you'd still need about 100 litres of petrol to fully finish the job.

From a marque whose founder coined the mantra "simplify and add lightness", that kerbweight stings a bit. We're not sure the carbon-fibre housings for the rear-view cameras would have done much to help Colin Chapman warm to the idea, either, when mirrors work just fine and aren't as complicated.

But we are willing to concede that making a direct comparison to a lightweight sports car is a little glib, because while they're the first thing that springs to mind when we hear the name Lotus, it isn't the first time that the brand has gone a little off-piste with a high-performance five-seat GT car. Who can ever forget the Lotus Carlton?

To that end, the Emeya really lives up to its ancestor, because as with the Carlton, it's one of the most powerful four-doors (or five-doors, given that the Emeya is technically a hatchback) of its era. There's no big twin-turbo V6 engine on this occasion, though; instead, the Emeya has a pair of electric motors – one for each axle – and they combine to offer up an eye-opening 905bhp. If we continue using the S2 Elise as a unit of measure, that's roughly seven-and-a-half 1.8-litre K Series

ESSENTIALS

Lotus Emeya 900 Sport Carbon

Price: £139,990 **On sale:** Now
Powertrain: 2x e-motors, 102kWh battery (gross)
Power/torque: 905bhp/985Nm
Transmission: Two-speed auto, four-wheel drive
0-62/top speed: 2.8 seconds/159mph
Range: 270 miles
Max. charging: 402kW (10-80% in 18 minutes)
Size (L/W/H): 5,139/2,123/1459mm

ON THE ROAD
Emeya blends red-hot performance with the levels of comfort and refinement you would expect from a grand tourer

ya

and tourer is so good
rbo a real headache

Pete Gibson

engines. The newcomer's torque nearly reaches four figures as well, at 985Nm.

The Emeya, then, is a hugely powerful, luxurious performance car, which means that it's competing against a very familiar foe from Porsche. In the 900 Sport Carbon trim that we're driving here, it's priced at £139,990 before options, which puts the Lotus in the ballpark of the Taycan Turbo, even if the price tag is still some way short of the £162,000 Porsche asks for the Turbo S or the near £190k Turbo GT.

And much like the Taycan, this isn't simply an EV that's a one-trick, straight-line pony – it has a serious amount of tech to allow that power to be exploited on a twisty road. There's a two-speed transmission on the rear motor (a similar set-up to the Taycan), multi-link suspension all round that rides on dual-chamber air springs whose height adjusts through four levels, active aerodynamics, including a four-position rear wing and a retractable front splitter, plus a range of electrical stability programmes tailored by Lotus.

Dive into the options list and there are more ways to enhance the performance. Our car had optional 22-inch, 10-spoke wheels wrapped in Michelin Pilot Sport EV tyres, and the yellow 10-piston calipers denote a carbon-ceramic brake upgrade; this trims 30kg of unsprung mass from the Emeya's suspension – and adds £9,900 to the final price.

So how does the car feel on the road? Eerily quiet at first. The Emeya is supremely refined; noise-cancelling tech in the speakers probably helps to take the edge off, but either way, a small pedestrian warning hum at low speeds and a gentle rustle of wind at high speed are enough to drown out what little road roar from those fat tyres makes it inside. It makes it all the easier to appreciate just how superb the Kef sound system really is.

The Lotus is comfortable on long trips, too. A mix of supportive, multi-adjustable massaging seats and a composed high-speed ride makes it deeply soothing. As with most air-suspension systems, some sharper shocks such as potholes disturb the silence with an abrupt crash, and in the air suspension's lowest setting, the ride can fidget a touch. But overall it's a more soothing companion ▶

LOTUS
LG74 JGZ

"Lotus has struck a really sweet balance with the Emeya's suspension"

than a Taycan. Indeed, the refinement and comfort levels are closer to the petrol-powered Panamera's than to those in Porsche's EV. The same Panamera-like manners are found in corners, too.

Judging suspension settings must be a real head-scratcher for engineers when creating a super-fast EV. Too soft and the amount of squat as all that torque sends the mass rearwards makes the chassis feel like it's struggling to contain the power; too hard and the ride is terrible and the lack of movement makes it hard to judge the car's behaviour. Lotus has struck a really sweet balance here, though. The Emeya gently rocks onto its outer tyres and bites into the road with a very neutral, predictable balance – more so than the Porsche, which can start to feel just a touch unruly when it is pushed hard.

That enormous mass is impossible to hide at extremes – load the car really hard into a corner then demand power and the air springs will gently pogo a little as they run out of travel – but for the most part, composure remains deeply impressive. Unlike many fast EVs, it isn't the brakes that betray the car's mass, because the carbon discs give staggering stopping power. They are a bit too grabby for our liking at low speeds and when they're cold, though. While the steering doesn't have much feedback, it's precise and naturally weighted.

And then there's the performance. Lotus claims a 0-62mph time of 2.8 seconds, and the car feels completely good for it. On a warm, dry day, all four wheels will scrabble around to find the optimum traction as those motors fire the Emeya towards the horizon. Even more telling than the acceleration from rest figure is the time Lotus quotes from 50-75mph: just 1.7 seconds.

Use that power on a twisty road, and you'll need a delicate touch on the throttle, especially because there's a little more delay in the response of the right pedal than in most rivals, regardless of the driving mode you're in. Get it right, however, and the loaded tyres dig in, gently push the car around the turn and launch you along the next straight. From the seat of the Emeya, you're left in no doubt that electric vehicles can be really thrilling to drive.

There are plenty of luxurious EVs already, though, and inside, the Emeya couldn't be further removed from Lotus models of the past; this is truly a sumptuous, spacious and superbly finished place to sit. The 15.1-inch touchscreen looks sharp and is pretty slick to use, although some on-screen keys are small and we'd prefer a physical shortcut to disable the mandatory driver-assist systems.

But we like the fact that the fan speed can be programmed into physical toggles on the centre console; along with the car's temperature settings being a permanent fixture at the bottom of the infotainment touchscreen, it means controlling the interior climate is very intuitive.

The key benefit of the Emeya's cabin over the Taycan's however, is space. Kneeroom and elbow room are well beyond its German rival's, and headroom is similar – even with the Lotus's panoramic roof eating into the space slightly. Our only small gripe is that there's next to no foot room available under the front seats.

At 509 litres, the boot is very generous, too, and unlike the Taycan, the Emeya's back seats can be folded down to raise the volume to 1,388 litres. There's even a modest 34-litre 'frunk' under the bonnet, so that the charging cables can be stored separately from the rest of the luggage.

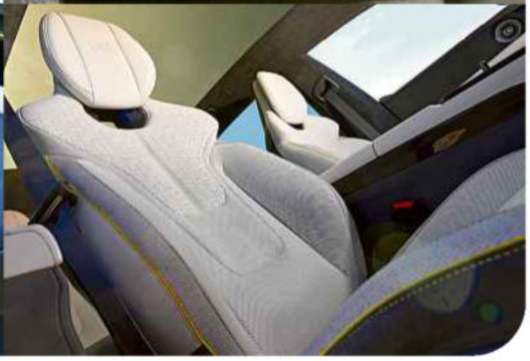
Indeed, there are few downsides to the Lotus in comparison with the Porsche, with one key exception: efficiency. The Emeya gets a fairly sizable 102kWh battery, which is good for a 270-mile range based on WLTP figures. In the warm UK spring that accompanied our stint behind the wheel, we were averaging around 2.5mi/kWh, which works out at a 240-250-mile real-world

INTERIOR
Fit and finish in the cabin are top notch and the infotainment system is easy to use. The massaging front seats are a bonus if you're on a long-distance trip

REAR SEATS

Passengers travelling in the back have plenty of room to stretch out, and get their own screen for climate and volume control (below left). Foot space under the front seats is tight, though

0
mph
118mi
50%
P
SPORT



EFFICIENCY

We averaged 240-250 miles on a charge in extremely warm spring weather, against an official range of 270 miles

range. According to the trip computer, over the course of the car's life to date – most of which has been spent in colder temperatures – that figure has been 2.1 miles/kWh, which drops the real-world range closer to 200 miles.

For some people, that figure will be a little disappointing in a car that otherwise excels over long distances. It's one compelling reason to go for one of the less potent 600 models; with 603bhp, these versions are still hardly slouches, yet they can travel up to 109 miles further on a charge, according to the official WLTP figures.

Fortunately, on the occasions you do need to stop, the Emeya won't keep you waiting long. Lotus says the car can charge at a peak speed of 402kW, averaging out at 331kW between 10 and 80 per cent. In our experience, those numbers seem pretty close to the mark. We rolled up at an Ionity charging station without any battery preconditioning, plugged in at 45 per cent, and it immediately hit a speed of 240kW. Even with the battery at 87 per cent, it was still pulling 145kW. Those are superb numbers and, once again, they're right on the money with the Taycan.

VERDICT ★★★★½

HUGE, heavy electric GT cars might not be what most of us expect from Lotus, but with the Emeya, it has really delivered. It's as quick as a similarly priced Porsche Taycan Turbo in a straight line, yet more refined and no less sharp – more predictable, in fact – to drive. Add in a similarly sumptuous but more spacious cabin plus incredible charging speeds, and it's only efficiency where the Porsche has an edge. That aside, the Emeya is the better package. We'd suggest saving a lot of cash and being as well served by the equally competent Emeya 600, though.

Hyundai Inster

FIRST UK DRIVE Electric city car uses a few tricks to make the most of interior space, but will have to face up to talented rivals

Ellis Hyde

Ellis.Hyde@autoexpress.co.uk

THREE years after we first heard rumblings that an electric version of Hyundai's Korean-only Casper city car might be coming to Europe, the Inster has finally arrived in Britain. We drove an early left-hand-drive car in November last year (Issue 1,856) but now we're behind the wheel of a production-ready model on UK roads.

If it wasn't obvious, the Inster is now Hyundai's entry-level EV, and is available from £23,505. That's a few hundred pounds more than the base Renault 5, and a little higher than the Citroen e-C3 – our reigning Car of the Year that now starts from just over £22k. The e-C3's closely related but much funkier sister car, the Fiat Grande Panda EV, is priced from under £21k.

There are three Inster trim levels – 01, 02 and the 4x4-inspired Cross – and two battery sizes. The most basic model gets a 42kWh Standard Range unit, while the rest feature a 49kWh Long Range pack. However, it's worth noting that the Inster is strictly a four-seater, like the Dacia Spring.

Standard equipment includes a heat pump that helps to preserve range in the colder months, dual 10.25-inch displays, Apple CarPlay, Android Auto, 15-inch alloy wheels, keyless entry, a rear-view camera and adaptive cruise control.

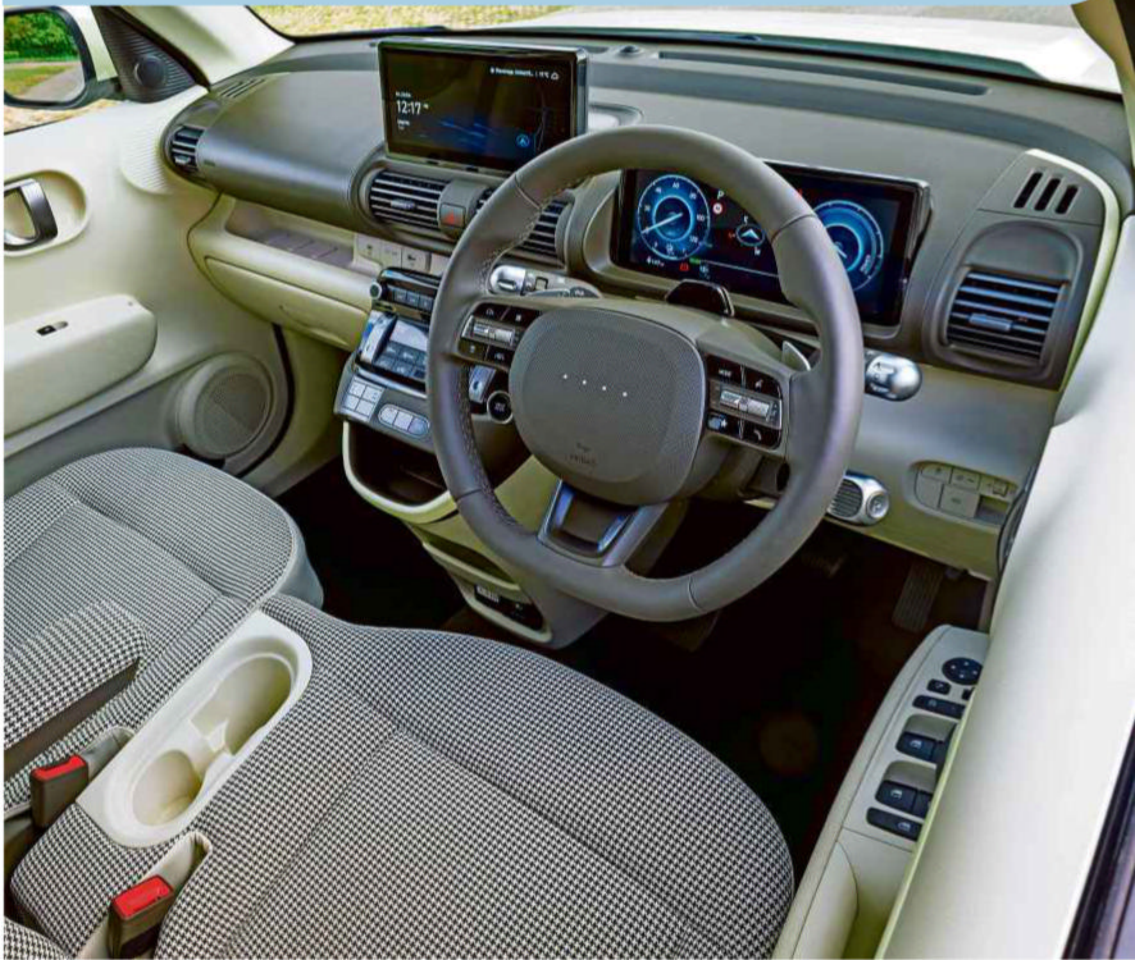
Most buyers will probably upgrade to 02 spec – the version we're testing here. It costs £26,755 and gets the bigger battery plus extra kit including 17-inch rims, LED lights, roof rails, heated front seats, a heated steering wheel, a wireless charging pad, ambient interior lighting, fold-flat front seats and the all-important sliding rear bench.

For a rugged look, the Inster Cross adds chunkier front and rear bumpers, skid plates, embossed black side cladding, roof rails and unique wheels, plus grey cloth upholstery with lime-yellow accents that are echoed in the dashboard trim.

Hyundai has somehow managed to create a 3.8-metre-long car city that six-foot adults can comfortably sit in the back of. There's plenty of rear head and legroom, while the completely flat floor maximises all the available space. Yet there's no escaping the fact that this is still a narrow car, and it feels it when you've got two adults up front.

The 50:50-split sliding and reclining rear seats you get with 02 or Cross trim can be pushed forwards by up to 16cm. When they're positioned for maximum rear legroom, the Inster offers just 238 litres of boot space, which is only slightly more than a MINI Cooper can muster, and a lot of that space is found underneath the Hyundai's boot floor.

But sliding those rear seats all the way forwards will give you a significantly better 351 litres of boot capacity, which is more than you get in the larger Citroen or Renault. When you need maximum cargo space, you can also fold the front passenger seat,



“Its narrowness makes you feel like you can thread the Inster through any gap in traffic”

PRACTICALITY Split rear seats can be slid fore and aft to maximise legroom or boot space

ESSENTIALS

Hyundai Inster 02

Price: £26,755 **On sale:** Now
Powertrain: 49kWh battery, 1x e-motor
Power/torque: 113bhp/147Nm
Transmission: Single-speed automatic, front-wheel drive
0-62/top speed: 10.6 seconds/93mph
Range: 223 miles
Max charging: 85kW (20-80% in 30min)
Size (L/W/H): 3,825/1,610/1,575mm

ON THE ROAD Soft suspension means there’s plenty of body roll but it does a reasonable job of soaking up most bumps

and load items up to 2.2 metres long. In fact, the driver's seat also folds, should you want to turn your Hyundai into a makeshift camper van.

The Inster's standard black interior doesn't really suit the car's personality, which is why we also recommend opting for the beige and khaki brown colour scheme you see here, which adds the houndstooth upholstery. It makes the cabin feel more airy and is a no-cost option with 02 trim.

There are almost no soft-touch materials in the cabin, which is disappointing because the Renault 5 manages to pepper in fabrics in places. At least the Inster's build quality is solid; we couldn't hear any rattling or squeaks from the plastic trim.

The Inster doesn't get Hyundai's latest software. Instead it uses an infotainment system that's actually two generations old. But it gets the job done and the graphics are clear, although there are a lot of menus to navigate and they can be quite laggy. We also wish the touchscreen had been mounted lower down to make it easier to reach.

Being such a narrow car – much narrower than its French rivals, in fact – makes you feel like you can thread the Inster through any gap in traffic. The upright windscreen and huge side windows, combined with the stubby front end and its flat bonnet, mean visibility is excellent, too.

Another advantage the Inster has is the paddles behind the steering wheel that allow the driver to toggle between several strengths for the regen braking, including a proper one-pedal driving setting that's perfect for stop-start traffic.

The ride is nice and soft, but potholes can send a jolt through the cabin. This is partly because of the dinky wheelbase, but also – we suspect – the rear torsion beam suspension. Venture outside the city and the Inster's soft but busy ride results in occupants being jostled about a lot in their seats, and the car rolls in corners. But you can carry some speed through them if you're in the mood.

We weren't trying to maximise range when we put the Inster through its paces, mostly on winding country roads and dual carriageways with the air-con on max, yet the car still achieved 4.0 miles per kWh – better than our test fleet's Renault 5.

The Inster takes its time getting up to motorway speeds. Once there, it's fairly loud inside because of the wind noise – no surprise given the bluff front end and the size of the door mirrors – but we also noticed some road noise. Overall, the Renault 5 is noticeably more refined at high speeds.

"Our test route of country roads and dual carriageways returned economy of 4.0mi/kWh, which translates to a range of 196 miles"

STYLING
Large windows and short overhangs make the Inster well suited to urban life

inster
LI1 HYU

Phone
Music
Maps
Messages
Now Playing
Hyundai
Podcasts
Audiobooks
Calendar
Settings
15:42

DRIVE MODE
SPORT
READY

INTERIOR
Older infotainment tech and lack of soft-touch plastics are a little disappointing, but 02 trim brings heated seats and steering wheel

VERDICT ★★★★☆

THE Hyundai Inster is a charming, spacious small car, thanks to cartoonish proportions and a boxy shape, plus the efficient powertrain highlights Hyundai's expertise in the EV field. Yet the plastic-heavy interior is a bit of a letdown, and based on our time behind the wheel, we feel the similarly priced Renault 5 is a more refined and sophisticated car.

INSIDE STORY
The cabin is civilised with the roof down. A wind deflector reduces buffeting and front-seat occupants can easily have a conversation

Ferrari Roma Spider

FIRST UK DRIVE Roma Spider puts Italian performance marque's four-seat cabrios firmly back in the driving seat

Richard Ingram

Richard.Ingram@autoexpress.co.uk

FERRARI's recent run of four-seat, front-mid-engined V8 convertibles could be considered (by some) to be the runts of the Italian supercar maker's range. The California, California T and Portofino never held much of a candle to their contemporary siblings – or rivals – despite having plenty of the right ingredients.

Our first drive of the new Roma Spider on foreign roads proved Ferrari was no longer resting on its laurels. Designed first as a coupé before having its roof lopped off, the Spider benefitted from a new rear sub-frame and reinforced sills, helping to give it a broader spread of abilities than its predecessors.

But a car's true test comes when we get it on UK streets, motorways and rural roads. So can the Spider perform here as it did in Italy? First things first; the switch to a fabric roof – the Spider's forebears all had folding tin-tops – gives it, to our eyes, a more elegant profile. Buyers can specify a long list of colours for the body and roof, and can edit everything from the wheels and brake calipers, to the grille and exhaust – even the brand of tyres.

All the main controls inside the Roma's carefully crafted cabin are front and centre; the slightly busy steering wheel features the Ferrari manettino drive selector switch, plus the indicators and two sets of touch-sensitive buttons for the digital dashboard.

Hold the start-stop button and the V8 roars into life with a crescendo of revs. Instantly, the engine feels like the centrepiece in a way it perhaps doesn't in a Porsche 911 Turbo – a sense that's only elevated with the hood down.

That roof lowers in 13.5 seconds at speeds of up to 37mph, tucking away out of sight within the luggage area. It takes up quite a bit of space, but there's still room for two soft bags in the boot.

While the Roma has two rear seats – something the latest Aston Martin Vantage Roadster does without – they're all but useless, even for kids. We got a child seat or younger passenger in behind the front passenger, but neither had much legroom.

But you soon forget this as you discover what a masterpiece the Spider's twin-turbo V8 engine is. Nothing with 612bhp and 760Nm of torque is likely to feel lethargic, but the two turbos completely eliminate any supposed flat spots, and if you let

the revs build past 5,500rpm, the engine not only pulls with ferocity, but sounds magnificent, too.

Every Roma has an electrically operated wind deflector that covers the rear seats. With that in place and with the windows up, there's little buffeting; it's quiet enough that you'll be able to have a conversation at motorway speeds.

The Spider may be slightly softer than its coupé counterpart – a model which has been removed from sale as the firm preps it for a mid-life update – but that gives the car a welcome compliance on British back roads. It never feels uncomfortable, certainly, and you'd have to be pushing the Roma's dynamic boundaries to feel any flex in the chassis.

The steering, a Ferrari trademark, offers a level of feel often missing these days. Likewise, the brakes (carbon ceramics as standard, as on all Ferraris since 2008), bring incredible stopping power, without feeling over-engineered for road use.

While the driving experience is an obvious point of focus, if you drive your Roma little and (not that) often, those who spend more time behind the wheel will want to appreciate the smaller things – such as the plushness of the leather seats, or the responsiveness of the central screen. Unfortunately, we found the former a little firm, and the latter short on usability. The central display can be hard to see with the roof down, and we'd like a more intuitive interface. But it doesn't cram everything into the instrument cluster, like its Purosangue SUV sibling.

Pete Gibson

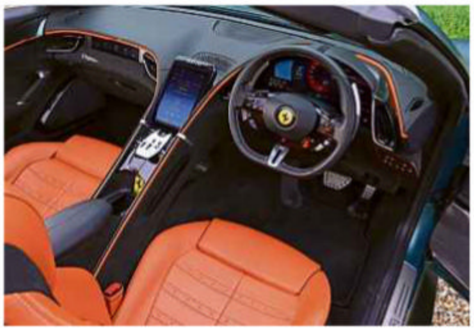
Roma
SPIDER

SOUND Dropping the fabric roof lets you really enjoy the soundtrack from the Spider's quad exhausts

ESSENTIALS

Ferrari Roma Spider

Price: £210,838 **On sale:** Now
Powertrain: 3.9-litre V8 twin-turbo petrol
Power/torque: 612bhp/760Nm
Transmission: Eight-speed auto, rear-wheel drive
0-62/top speed: 3.4 seconds/199mph
Fuel economy/CO$_2$: 24.8mpg/258g/km
Size (L/W/H): 4,656/1,974/1,306mm



CABIN Curved dash and raised centre console cocoon those in the front, but the seats aren't as comfy as we'd have liked

AEX VERDICT ★★★★☆

THE Ferrari Roma has more all-round appeal than its predecessors, and on UK roads feels as sorted, comfortable and usable as any of its rivals, while offering the performance and emotion you'd expect. Removing the roof only heightens the experience, without any tangible detriment to the driving experience.

Toyota Aygo X JBL

FIRST DRIVE Prefer your small cars to have big sound? Toyota has teamed up with JBL to give its city car a 300-watt stereo

Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

IF you wanted a big, shiny sound system in your car (from the factory, at least), you used to have to stump up the money for an out-and-out premium brand such as Mercedes or BMW, which have long partnered with the likes of Sennheiser and Harmon Kardon. Toyota is looking to prove these preconceptions wrong, however, because it's launched the new Aygo X JBL special edition.

According to Toyota, this version of its entry-level car focuses on giving its owners a "concert-style sound". That's quite a bold claim when many of us know that even top-rung sound systems often struggle to replicate a live performance.

It's worth remembering that an affordable city car/audio firm tie-up has been done before. Volkswagen offered the 'Beats edition' of the up!, and more recently, in other markets, there was a 'La Prima by Bocelli' special edition of the all-electric Fiat 500e. This also had a JBL sound system, but the Fiat's was developed in partnership with iconic Italian tenor Andrea Bocelli.

Instead of the 320W system in the 500, the Aygo X's set-up has a 300W power output and five speakers; there are two full-range speakers in the front doors, with 25mm tweeters in the front pillars. And under the boot floor you'll find a 200mm subwoofer, which Toyota says generates a "powerful bass, dynamic speaker response and a clear sound". The amplifier is mounted under the front passenger seat, with six channels that fine-tune the frequencies.

Start the Aygo X JBL special edition and you'll find the same 1.0-litre three-cylinder engine as in the standard car with 71bhp and 93Nm of torque. Unlike some similar units from VW Group and Stellantis models, the Toyota's engine doesn't get a turbo and because it's coupled with a long-geared five-speed transmission, you have to rev it hard to make any significant progress.

On the other hand, the engine is actually one of our favourite bits of the standard Aygo X. The busy little unit is communicative and responds well to the throttle, while the engaging gearshift balances precision with smoothness. The car is light, too, with a kerbweight of under a tonne, so the engine feels pretty well matched to the job in hand.

Although a thrummy three-cylinder motor in a lightweight city car doesn't bode well for premium sound quality, the Aygo X JBL is very good overall on that score. There's a punchiness to the subwoofer when you're in the rear seats, a clear sound throughout the cabin (even with no speakers in the rear doors), and no matter what kind of music you're listening to, it's pretty immersive. On the move the engine does interfere with the ambience a little, given its penchant for revs, but road noise isn't too much of a problem because the Aygo X has narrow 175-section tyres.

Instead, wind noise is more of a factor when it comes to the kind of refinement you need to properly enjoy a car's sound system. At motorway speeds there's a bit of wash over the windscreen; there's no extra sound deadening in the roof or doors, areas which we expect could have made a big difference to the overall sound quality.

While the focus was on the car's audio experience, Toyota also says: "JBL engineers prioritised weight saving to contribute to the car's overall fuel efficiency and low tailpipe emissions", so don't expect the fancy new audio system to harm the Aygo X's frugal economy figures. Weighing just 5kg more than the regular Aygo X, the JBL special edition returns 57.9mpg – less than 1mpg down on the Exclusive variant.

Putting the subwoofer in the rear also has an impact on the special edition's boot capacity. The standard car can accommodate 231 litres, but that figure is reduced to just 189 litres here.

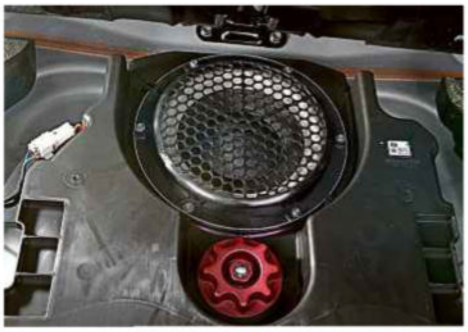
If you want to showcase the fact you're a bit of an audiophile in buying the Aygo X JBL special edition, then you'll be happy to note Toyota has added JBL branding on the seats, rear hatchback, tweeters and windows. It's not quite as eye-catching as the old VW up! Beats edition, which got exterior decals, but the Toyota also has a two-tone black paint matched with a new 'Jasmine Silver' body. There are relatively large 18-inch alloy wheels, too.

The JBL model sits at the top of the Aygo X range, costing £21,195 – £1,450 more than the Exclusive. Given that you're only getting a sound system and the odd badge for the extra outlay, it's difficult to make a case for it, especially when the entry-level £16,845 Pure edition represents the little Toyota's wallet-friendly attitude best.

ESSENTIALS

Toyota Aygo X JBL

Price: £21,195 **On sale:** Now
Powertrain: 1.0-litre three-cylinder petrol
Power/torque: 71bhp/93Nm
Transmission: Five-speed manual, front-wheel drive
0-62mph: 14.9 seconds
Top speed: 98mph
Fuel economy/CO₂: 57.6mpg/110g/km
Size (L/W/H): 3,700/1,740/1,525mm



WOOFER The 200mm speaker sits under the boot floor

Pete Gibson

DETAILS
Special edition comes with Jasmine Silver and bi-tone black paint, JBL badges, 18-inch alloy wheels and a five-speaker set-up with 300 watts, but it comes in at a pricey £21,195

ON THE ROAD
It's business as usual from behind the wheel, which means you need to work the engine hard to make progress, and wind noise is still an issue

VERDICT ★★★☆☆

WITH so many manufacturers shying away from city cars, the Aygo X is a refreshing option and one Toyota is reassuringly investing in with the JBL special edition. It retains the simple, likeable approach of the regular car while adding a genuinely decent sound system – although at £21k, it doesn't exactly match the ethos of a budget city car.

WHAT IS CRIT'AIR?

A GUIDE TO THE STICKER YOU'LL NEED IN FRANCE

Introduced in 2017, Crit'Air stickers are used to show officials how polluting (or not) your car is – and are essential for UK motorists

ZONE
SAUF CATÉGORIES
1
2
3

LAW-ABIDING
Fail to display the sticker in a Crit'Air zone and you could be fined 68 Euros

Tom Jervis

Thomas.Jervis@autoexpress.co.uk

FOR years it's been common knowledge that, if you want to drive your car in Europe, you need to display a 'UK' (previously 'GB') sticker on the back of your car so authorities can easily identify you as a foreign driver.

Now, drivers travelling to France need to contend with another sticker which, rather than marking you out as an international visitor, has the purpose of identifying your vehicle's emissions levels.

The sticker comes as part of France's Crit'Air programme, which has been designed to improve air quality in a host of cities by limiting access for the most polluting of vehicles.

Sounds complicated? It is rather. With this in mind, we've compiled a guide to answer all the key questions you might have about this topic. And if you're looking for further guidance when getting behind the wheel on your holiday, we have an additional page dedicated to tips for driving abroad, as well as a full breakdown on holiday car hire.

WHAT IS A CRIT'AIR STICKER?

A Crit'Air sticker, also known as a vignette, is an identifier used in France to help authorities ascertain the emissions level of your particular vehicle.

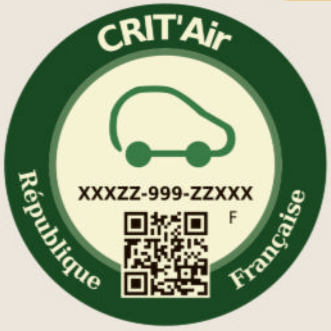
It is intended to be affixed to the inside windscreen of your car, much like an old-fashioned tax disc, and lasts for the entire lifetime of the vehicle.

There are six types of Crit'Air sticker, with each incremental step representing a specific group of vehicles, ranging from the greenest and cleanest (EVs, for example) to the most polluting (Euro 2 diesels), based on the Euro emissions standard.

WHY HAS CRIT'AIR BEEN INTRODUCED?

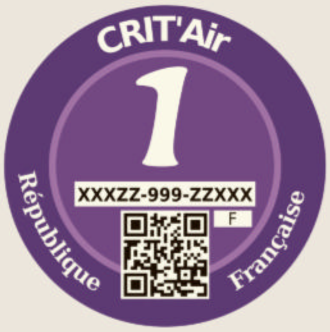
Developed and implemented in 2017 by the French Ministry of the Environment, the Crit'Air scheme was designed to reduce pollution levels in the nation's largest towns and cities. A significant proportion of France's city-dwelling population live in areas that exceed European standards for air quality, putting their health at risk.

Thanks to the Crit'Air system, the most polluting vehicles can be banned from driving in certain areas – either on a permanent basis, or when air quality levels are poor – with stickers being used to identify those entering places they shouldn't.



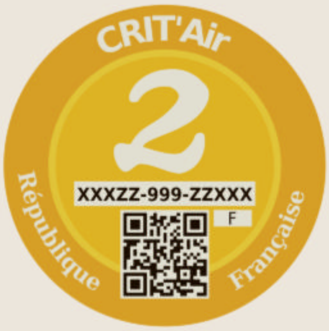
CRIT'AIR 0/E (GREEN)

ZEVs (electric and hydrogen vehicles)



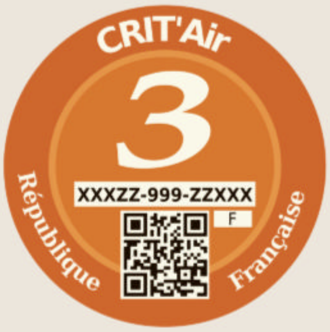
CRIT'AIR 1 (VIOLET)

Plug-in hybrids (PHEVs), Euro 5/6 petrol vehicles



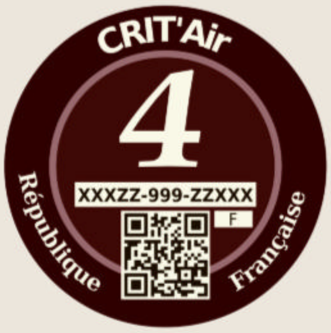
CRIT'AIR 2 (YELLOW)

Euro 4 petrol vehicles, Euro 5/6 diesel vehicles



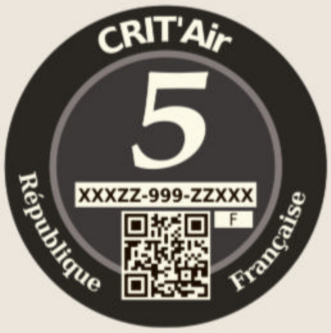
CRIT'AIR 3 (ORANGE)

Euro 2/3 petrol vehicles, Euro 4 diesel vehicles



CRIT'AIR 4 (RED)

Euro 3 diesel vehicles



CRIT'AIR 5 (GREY)

Euro 2 diesel vehicles

HOW DO I KNOW IF I'M IN A LOW-EMISSIONS ZONE IN FRANCE?

If you're wondering whether you've entered a ZCR or ZPA in France (see p36), you should see a sign with a red circle to establish that the zone has come into force. You'll then see another with a grey circle to notify you that it's ended. The map over the page shows where France's 14 permanent and 28 emergency zones are located. You only need a Crit'Air sticker if you are entering any of the zones.

CAN I DRIVE A CAR IN FRANCE WITHOUT A CRIT'AIR STICKER?

Driving without a Crit'Air vignette in France is not a good idea, since this will leave you liable to receiving a fine of 68 Euros (roughly £58 at the time of writing) if you cross through any of the low-emissions zones; this can be cut to 45 Euros (£38) if paid promptly, or increased to 180 Euros (£153) if not paid within 60 days.

DO I NEED A CRIT'AIR STICKER FOR SPAIN OR ANY OTHER COUNTRY?

The Crit'Air scheme only applies to France. That said, if you're driving through a low-emissions zone in France to reach any other country as your final destination, you will need to have a vignette affixed to your windscreen.

DO ALL CARS NEED STICKERS?

Almost all cars and motorbikes being driven in France require a valid Crit'Air sticker, if entering the zone. However, those registered before January 1997, plus motorbikes and scooters registered before June 2000, don't qualify and are therefore banned from entering low-emission zones.

HOW MUCH IS A CRIT'AIR STICKER?

A Crit'Air sticker costs 3.11 Euros (£2.62), but international postage will increase this to 4.91 Euros (£4.14). You will need to submit a copy of the car's registration certificate.

WHERE CAN I BUY ONE?

The only place we recommend you buy your Crit'Air sticker is via the official government website (*certificat-air.gouv.fr*). Apply early – it can take up to six weeks to arrive.

Be aware that there are several scam websites that will sell you a vignette for vastly inflated prices; just a quick Google search revealed some shady firms selling them for as much as £20. There is no guarantee these could be genuine, which means you may receive a fine once you're in France.

HOW LONG DOES IT LAST?

Pay the fee to buy a Crit'Air sticker and it will last the entire lifetime of the vehicle. This is, of course, unless the vehicle undergoes major changes or modifications. ▶

WHERE IN FRANCE REQUIRES A CRIT'AIR STICKER?

WHEN driving in France, you need to be aware of the several types of low-emissions zones that require you to display a Crit'Air sticker: ZCRs, ZPAs and the Paris Crit'Air zone.

ZCRs are your standard low-emissions zones (in white on the map) and can be found all across the country.

Then there are ZPAs (the green circles on the map), which are essentially emergency low-emissions zones, which can come into force whenever there are high levels of pollution in a particular area.

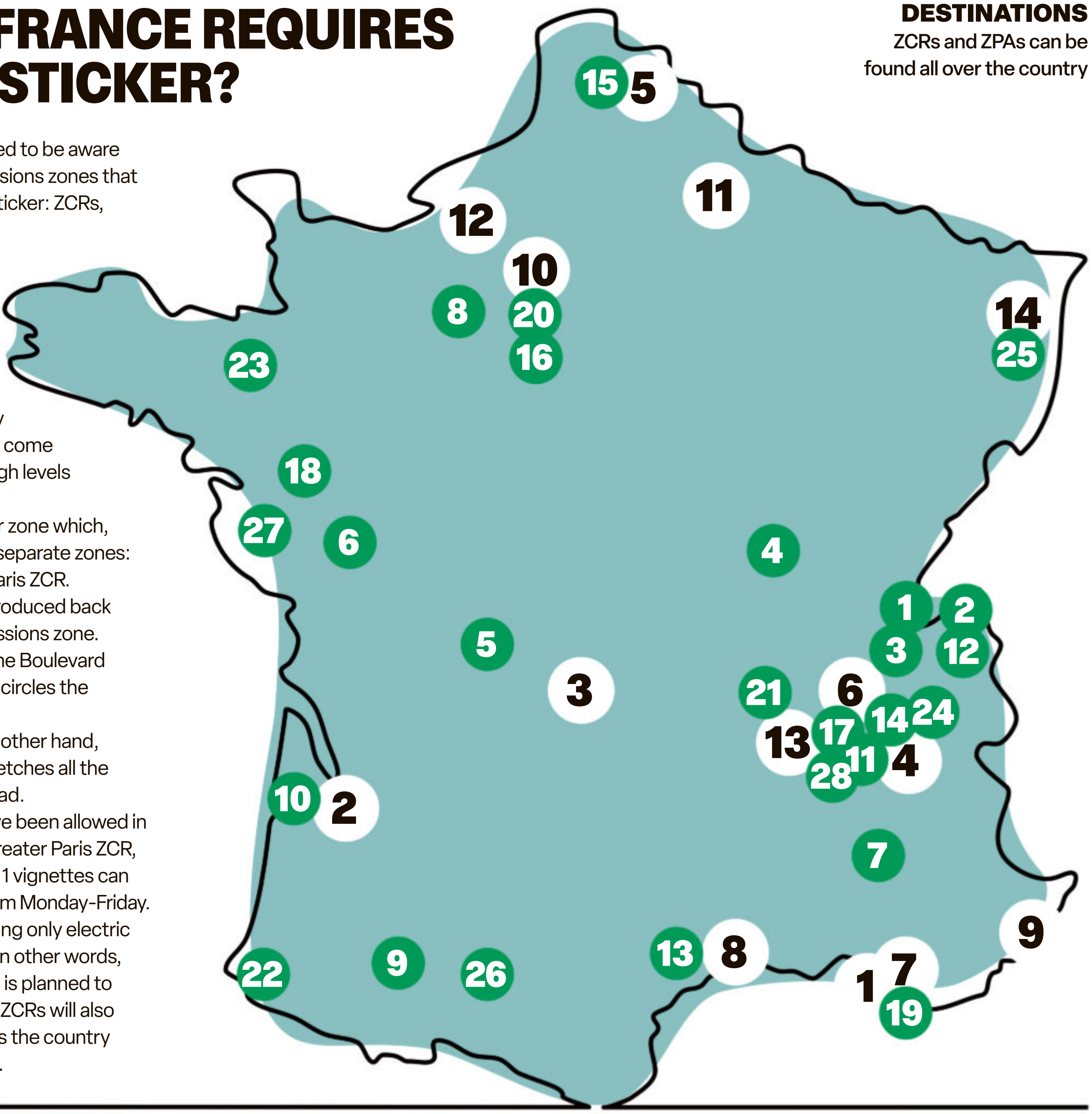
Finally, there's the Paris Crit'Air zone which, confusingly, encompasses two separate zones: Central Paris ZCR and Greater Paris ZCR.

The Central Paris ZCR was introduced back in 2015 as France's first low-emissions zone. This extends all the way out to the Boulevard Périphérique ring road, which encircles the innermost sector of the capital.

The Greater Paris ZCR, on the other hand, came into effect in 2019 and stretches all the way out to the A86 outer ring road.

Since 2024, no diesel cars have been allowed in the Central Paris ZCR, nor the Greater Paris ZCR, and only cars with Crit'Air 0/E or 1 vignettes can enter between 8am and 8pm from Monday-Friday.

A zero-emissions zone, meaning only electric and hydrogen cars are allowed (in other words, those with a Crit'Air 0/E sticker), is planned to come into effect in 2030. Other ZCRs will also almost certainly spring up across the country in the coming months and years.



DESTINATIONS
ZCRs and ZPAs can be found all over the country

FRENCH ZCR LOW-EMISSIONS ZONES

1. Aix-Marseille-Provence region
2. Bordeaux
3. Clermont-Ferrand
4. Grenoble
5. Lille
6. Lyon
7. Marseille
8. Montpellier
9. Nice
10. Paris
11. Reims
12. Rouen
13. Saint-Etienne
14. Strasbourg

FRENCH ZPA 'EMERGENCY' LOW-EMISSIONS ZONES

1. Annecy
2. Arve Valley
3. Chambery
4. Côte d'Or/Dijon
5. Creuse/Guéret
6. Deux-Sèvres/Niort
7. Drôme/Valence
8. Eure-et-Loir/Chartres
9. Gers/Auch
10. Gironde/Bordeaux
11. Grenoble
12. Haute-Savoie/Annecy
13. Hérault/Montpelier
14. Isère/Grenoble
15. Lille
16. Loiret/Orléans
17. Lyon
18. Maine-et-Loire
19. Marseille
20. Paris
21. Puy-de-Dome/Clermont Ferrand
22. Pyrénées-Atlantiques
23. Rennes
24. Savoie/Chambery
25. Strasbourg
26. Toulouse
27. Vendée/La Rouche-sur-Yon
28. Vienne/Poitiers

QUICK GUIDE TO DRIVING ABROAD

A bit of preparation can help you stay on the right side of the road... and the law

TAKING your car outside the UK can be fun, family friendly and cost-effective, and our tips will help you stay safe and legal on holiday.

Many of us choose to drive while on holiday, but whether you're using your own or a hire car, driving in a foreign country can be a testing experience.

DRIVING ABROAD: THE BASICS

Driving abroad isn't simply a matter of getting off the ferry/train onto the other side of the road; as with many other things, there are certain habits and rules (written and unwritten) to bear in mind.

It's worth researching the signage and speed limits of the any country you're planning to visit so you're not caught out. It's also a legal requirement that, when driving in the EU, you affix a 'UK' sticker.

Finally, make sure you're carrying the correct equipment with you; when driving in France, for example, you have to have a warning triangle, spare bulbs and a hi-visibility jacket, among other things. Many modern cars have electronic settings for switching the headlamp beam to the other side of the road – rather than using old-style stickers – to prevent blinding other road users.

DO I NEED AN INTERNATIONAL DRIVING PERMIT?

British drivers with a full UK photocard driving licence won't need an International Driving Permit to drive in the EU. However, in 140 other countries, including the USA, Turkey and Japan, one is either a legal requirement or recommended.

Thankfully, the gov.uk website has an extensive list of each country's requirements, so there's no need to search around. The permit costs £5.50 and you can apply for one from larger Post Office branches (or anywhere with a PayPoint).

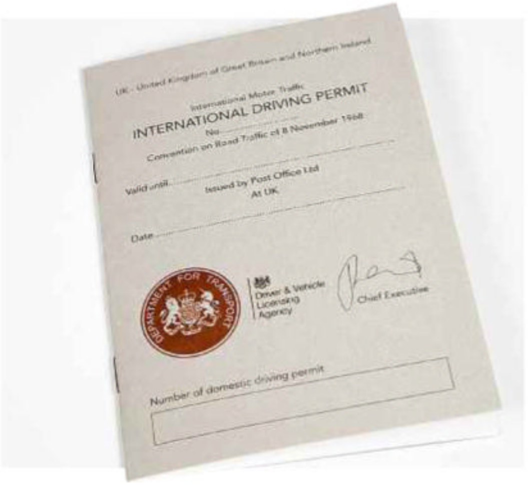
DO I NEED EUROPEAN BREAKDOWN COVER?

There is no legal requirement for European breakdown cover, but it's a sensible safety net to have in case the worst happens.

Before you pay for cover, check your existing car insurance and breakdown policies to see whether they include any European cover – many do, so don't end up wasting money on another policy.

If you have a newer car, or recently bought it from a dealer, cover in Europe might be included as part of the warranty – although the benefits may be limited to local recovery, rather than 'get me home', so we recommend you check before you travel.

If you do need to fork out for European breakdown cover, a single-trip policy is cheaper, but if you expect to drive abroad several times a year, annual cover will be better value.


UK - United Kingdom of Great Britain and Northern Ireland

International Motor Traffic

INTERNATIONAL DRIVING PERMIT

No.

Convention on Road Traffic of 8 November 1968

Valid until.

Issued by Post Office Ltd

At UK

Date

Driver & Vehicle Licensing Agency

Chief Executive

Number of domestic driving permit

FIRST AID ESSENTIALS
FIRST AID KIT
Eurolites
UK

DETAILS

Your car will require a UK sticker in Europe and you may need an emergency kit. An International Driving Permit is sometimes required elsewhere

> **"CHECK YOUR INSURANCE POLICY TO SEE WHAT LEVEL OF COVER YOU HAVE IN EUROPE – YOU GET THIRD PARTY AS STANDARD"**

DO I NEED TO HAVE A CAR INSURANCE 'GREEN CARD'?

UK residents driving in the EU do not need a special document proving they have insurance for driving abroad. But the so-called Green Card will be required if you intend to drive your car in many countries outside the EU.

To apply for one, you simply need to telephone your insurer and ask; it will usually be e-mailed over for no charge or only a small admin fee. But check that the cover is the same as you have in the UK rather than just being the legal minimum.

As a UK driver, you will automatically have third-party cover in the EU. However, most people will want fully comprehensive insurance, and you will need to check your insurance policy to see exactly what is covered. It may be included or you may have to make special arrangements with your insurer. In any case, it's important to carry details of your insurance policy with you when driving abroad.

HOW CAN I SAVE MONEY ON A HIRE CAR?

First, make sure you have the right licence to drive where you're going; as mentioned (left), you may need an International Driving Permit if it is outside Europe. You will also need to check that you are within the age range specified by the hire company; there will be upper and lower limits, but these can sometimes be stretched for an extra fee.

When looking for deals online, check out the insurance restrictions. Many companies offer basic cover but suggest you upgrade to a more comprehensive package. It's usually cheaper to arrange this before you leave.

Also take note of the situation with fuel. Some firms supply the car with a full tank and ask you to return it full, but may give you the option of refilling it for you. If not, check where the nearest filling station is to the airport and leave time to top up on your return, or you could be charged a steep fee.

Finally, make a note of any existing damage to the car before you leave the company lot, preferably with photos, and try to get the details recorded by a member of staff.

THE STYLE CO

ABARTH
RX74 GFJ

OUNCIL

The Abarth 600e and Volvo EX30 are both trying to stand out in a crowded compact family SUV market. Which one can shout to the top?

Pete Gibson

> “MANUFACTURERS ARE GETTING CREATIVE IN ORDER TO INJECT EXCITEMENT INTO EVS ”

ESSENTIALS

Abarth 600e Scorpionissima	Volvo EX30 Single Motor Extended Range Plus
Price: £39,875	**Price:** £39,850
Powertrain: 1x electric motor, 54kWh battery, 278bhp	**Powertrain:** 1x electric motor, 69kWh battery, 268bhp
0-62mph: 5.9 seconds	**0-62mph:** 5.2 seconds
Test efficiency: 2.7 miles/kWh	**Test efficiency:** 3.5 miles/kWh
Official range: 199 miles	**Official range:** 296 miles
Annual VED: £195	**Annual VED:** £195

ABARTH 600e vs VOLVO EX30

Sporty Scorpionissima version of Abarth 600e hopes to sting one of our class favourites, the Volvo EX30, in this week's road test

BEHIND YOU
Abarth will be hoping the 600e can make a splash in the electric compact family SUV class, where it faces rivals such as the Volvo EX30

HEAD TO HEAD

ON THE ROAD

THE 600e's aggressive differential and stiff suspension make it fun to drive, and on smooth surfaces – road or track – its focused, responsive chassis feels sharper than the Volvo's. It does a good job of recreating the characterful nature of petrol-powered Abarths. But the firm ride takes the edge off the fun on a bumpy B-road, so the EX30's comfier set-up seems all the more desirable.

TECH HIGHLIGHTS

DESPITE its outwardly sporty looks, the 600e is front-wheel drive only, while the more reserved Volvo EX30 is rear-wheel drive. Both have a single e-motor, but the Volvo's 69kWh battery is larger than Abarth's 54kWh unit. Charging is also better in the EX30, which can refill at up to 153kW – 54kW faster than its rival. The Volvo is also more efficient, especially on the motorway.

PRICE AND RUNNING

BOTH cars sneak in below the £40,000 mark, so you won't have to pay the extra VED charged on cars that breach that figure. Kit levels are similar, too, so the main difference here will be the efficiency of the motor, which was significantly better in the Volvo in our tests. Not only does it have better charging tech, you won't have to recharge as frequently, and that means lower bills.

CAR makers are making huge strides with electric-car tech. In barely a few years, EVs have gone from being a novelty to taking pride of place at the forefront of many brands' ranges. Battery tech is moving forward at a strong pace, performance is better than ever, and firms are coming up with more ways to make their EVs drive brilliantly.

But there's still a fundamental issue that they need to solve, and that's how to make EVs stand out from the crowd. Unlike combustion engines, electric motors all feel largely similar from behind the wheel, and they sound the same. So brands are getting creative in order to inject excitement into EVs.

The result is cars like the Abarth 600e Scorpionissima, a performance EV that stands out from its compact SUV alternatives. But is there substance under the style here? To find out, we're testing it against the Volvo EX30. It may seem an unlikely rival, but its impressive mix of desirability and performance put it among the hotter options in the class. Which of these SUVs is best for practicality and performance?

CONTENDERS

Abarth 600e

THE Abarth 600e is available in a subtler base spec, but this Scorpionissima model (from £39,875) gets more standard kit and a little more power (278bhp), so it's better value. The 600e shares many parts with its Fiat namesake and both sit on the e-CMP2 platform used by other Stellantis cars, such as the Alfa Romeo Junior Veloce. As with that car, Abarth says the 600e is positioned to appeal to previous hot hatch owners, thanks to a mix of fun and practicality.

Volvo EX30

THE Volvo EX30 costs £39,850 in Single Motor Extended Range Plus trim, but the car in our pictures is a higher-spec Ultra model. Unlike the front-driven Abarth, it's rear-wheel drive, and the 268bhp motor gives plenty of performance. It's not as flashy as the 600e, but it's one of our favourites in this class. It has a great balance of abilities, including practicality and comfort, plus it's well equipped and has a longer driving range than the 600e, so the newcomer has a tough battle ahead.

PRACTICALITY

SMALL SUVs are all the rage for families in 2025, and this pair will suit someone looking for something slightly higher than a hatchback. But they aren't really any more practical, because boot capacity isn't a strong point in either and rear-seat space is middling to poor. There's enough room for a small family, but if the kids are becoming teenagers soon, things will start to feel cramped.

SAFETY

VOLVO'S admirable safety record and future goals make the EX30 one of the safest cars in its class – as a five-star Euro NCAP rating proves – and it comes with all the tech you could want in that regard. The Abarth is also strongly kitted out in its top-spec trim level, and while it hasn't been tested by Euro NCAP yet, the mechanically similar Jeep Avenger was only awarded three stars.

OWNERSHIP

ABARTH is too small a brand to appear in our Driver Power customer satisfaction survey, but its parent firm Fiat came second from bottom in the 2024 poll, so the ownership experience probably won't match up to Volvo's, which finished 16th out of 32. Both cars have a three-year manufacturer warranty plus a separate eight-year package that covers the battery's health.

ABARTH has said goodbye to petrol power after 75 years. Fiat's performance arm kicked off its new electric life with the 500e, and it followed that up with its most powerful road car ever: the 600e.

It's based on the Fiat 600e, with both cars using Stellantis' e-CMP2 platform, so they share parts with the Alfa Romeo Junior, Jeep Avenger, Peugeot E-2008 and Vauxhall Mokka Electric. Abarth calls its version 'Perfo-eCMP' thanks to some chassis tweaks and a more powerful motor, which is shared with the Veloce version of the Alfa Junior.

The front-mounted motor produces 235bhp in the standard Abarth 600e, or 278bhp in the 600e Scorpionissima. Both use a 54kWh battery, which offers up to 207 miles of range (reduced to 199 miles in the more powerful car), and have the same 345Nm of torque.

A Torsen mechanical limited-slip differential ensures the 600e can cope with the extra power over other e-CMP2 cars. It also gets upgraded brakes and liquid cooling for the battery, plus Michelin Pilot Sport EV tyres. Stiffer suspension and anti-roll bars beef up the chassis for better cornering, too.

ENGINES & PERFORMANCE 4.0/5★

START up the Abarth 600e with the sound generator enabled and it'll make you smile, because it sounds like a petrol car with a big exhaust when idling. But you'll stop smiling when you pull away, because the noise becomes a drone, and with no gearchanges, it sounds more like a lawnmower than a sports car. Thankfully, you can turn the generator off.

Many performance EVs are rear-wheel drive (like the Volvo EX30) or all-wheel drive, but the Abarth is more like a hot hatch, due to its front-mounted motor, with 235bhp in the standard 600e or 278bhp in the Scorpionissima model.

Given that both have the same amount of torque, acceleration feels virtually identical, and as with every EV, there's lots of punch at low speed but it peters out the faster you go.

There are driving modes that adjust the performance: Turismo restricts everything for efficiency, Scorpion Street allows the full potential of the motor, and Scorpion Track makes the accelerator pedal more sensitive, adjusts the stability control, and adds a little weight to the steering.

The Abarth's Torsen limited-slip differential provides a surprising amount of grip on corner exit, but it can't deal with full-throttle as early as a petrol hot hatch can. On track, the 600e's stiff suspension and upgraded chassis mean it feels pretty capable and is fun to chuck around.

The brakes are upgraded over a Fiat 600e's, but there's not a lot of feel through the pedal. They do a good job of disguising the car's weight, though. Ultimately, the Abarth is more fun than most electric vehicles, but doesn't have the lightweight and chuckable nature of the brand's recent petrol cars; it feels more serious and grown-up.

DRIVING 4.3/5★

JUMP into the Scorpionissima and the first thing you'll notice is the pronounced ridge on the backrest of the Sabelt sports seats. It's an odd sensation, as if the seat is only supporting your spine and nothing else. We never got used to it, and found that while the base of the seat is excellent, some drivers were never comfortable. Others found the seats okay, so try before you buy. The stiff suspension also doesn't help, because you're always bouncing around on anything but flat surfaces.

AROUND TOWN Visibility is fine in the 600e because the seats are quite high up, and the fast steering means it's pretty easy to nip around in. However, the large 20-inch alloys, short tyre sidewalls and stiff suspension mean any bumpy sections or potholes are unpleasant. It's just about on the right side of acceptable at higher speeds, but the firm ride is poor around town.

A & B-ROADS Out of town, the suspension settles a bit more and sometimes surprises you with how smoothly it can tackle mid-corner bumps. The fast steering and agile chassis mean this is where the Abarth shines; it's fun to drive and has plenty of performance.

MOTORWAY Wind and road noise is noticeable on the motorway, and the firm ride means you'll often hear thuds as you go over joints in the road or poor sections of tarmac. It's not unbearably firm at high speed, but the sports seats aren't ideal for long trips and we found the Abarth's efficiency dropped a huge amount at higher speeds.

MPG & RUNNING COSTS 3.0/5★

THE Abarth 600e doesn't sap its battery too hard around town or on country roads, but high-speed cruising will mean many stops at charging stations. Yet it is still cheaper to run than a similarly quick petrol-powered rival.

EV RANGE/ BATTERY/CHARGING The 600e's battery has a total capacity of 54kWh, which produces a range of 207 miles (199 in the Scorpionissima), which is 50 miles fewer than the Fiat 600e. Our average of 2.7 miles per kWh in cool conditions – not completely flattering for an EV – meant a real-world range of just 137 miles.

We drove the Abarth on long motorway trips, around town and along normal B-roads, and noticed that while efficiency was fine at

ABART

With 278bhp, the Scorpionissima

MODEL TESTED:
Abarth 600e Scorpionissima

PROS
- Fun to drive
- Punchy electric motor
- Looks sporty

CONS
- Uncomfortable ride
- Beaten on range and charging
- Not all that practical

TESTER'S NOTES

THE Abarth 600e isn't brimming with feel and feedback, but we like how it doesn't take itself too seriously. The fake engine noise will divide opinion – some of us loved it, some of us found it really irritating – but if you're in the latter camp, you can turn it off and enjoy the car's quick steering and strong performance.

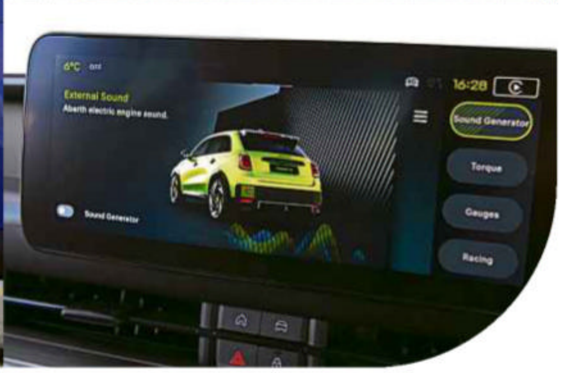
The Scorpionissima is fun to drive, but the stiff suspension will be a dealbreaker for many drivers – just a little more sophistication to the ride would massively add to the car's appeal.

Alex Ingram
Chief reviewer

H 600e

EV is Abarth's most powerful car ever

DETAILS
Scorpion badging leaves you in no doubt which version of the 600e this is; 20-inch wheels are standard; sound generator can be turned off if desired


6°C
External Sound
Abarth electric engine sound
16:28
Sound Generator
Torque
Gauges
Racing
Sound Generator

> “ON TRACK, THE ABARTH'S STIFF SUSPENSION AND UPGRADED CHASSIS MEAN IT FEELS PRETTY CAPABLE AND IS FUN TO CHUCK AROUND ”

lower speed – the predicted range on a full charge was close to 200 miles – once we got up to 70mph, the prediction dropped alarmingly.

Drive enthusiastically on track and we would expect the range to be dwindling after just a few laps, and longer trips will need to be planned out carefully because you will have to recharge more often than normal if you mainly drive around town day-to-day.

The Abarth has a maximum charging speed of 100kW, so can be topped up from 20 to 80 per cent in 28 minutes. Fully recharging the battery using a standard 7.4kW home wallbox charger will take about eight hours.

TAX When the Abarth 600e was announced in the UK, the range-topping Scorpionissima model was priced at more than £40k – which would have pushed it above the 'luxury car tax' threshold. Abarth quickly amended the price tag to less than £40,000 so owners will only have to pay a first-year rate of £10, with a £195 standard yearly charge after this.

INSURANCE The 600e sits in groups 35 and 36 for the standard and Scorpionissima models respectively. That's one group higher than the Alfa Romeo Junior Veloce (which uses the same body and powertrain), although the Scorpionissima is in exactly the same group as the Volvo EX30 in single-motor form.

DEPRECIATION Over the first three years or 36,000 miles of ownership, the 600e is predicted to keep roughly 53 per cent of its original value if you pick the Scorpionissima; the entry-level model should hold onto almost exactly half of its value over the same period.

INTERIOR & TECHNOLOGY 4.0/5★

A WILD bodykit and bold paint colours help the 600e to stand out, while a large roof spoiler and blocky, blunt-looking bumpers echo the unique look of the brand's sixties racers. A lot of electric cars use aerodynamic, flat-looking wheels, but the Abarth has motorsport-style 20-inch rims that mimic those on race cars, with hubcaps that look like centre-locks.

DESIGN The cabin is a lot less extreme than the exterior, but the suede steering wheel is great to hold, and it feels a lot sportier than a Fiat 600e's. The sports seats also look smart, although opinion was divided among testers about how comfortable they were to sit in.

The higher-spec Scorpionissima has the slogan 'mind the scorpion' dotted around the cabin. It's hard to tell what the designers meant by that oddly polite phrase, which probably sounds better when English isn't your first language. Other questionable styling choices include the holes in the backs of the front seats, which will no doubt prove to be hilarious for children who want to prod their parents in the back during journeys.

QUALITY Material quality inside the Abarth 600e is similar to the Fiat version, which is to say it's okay. There are some nice touches, such as the steering wheel and seats, but the rest of the trim feels disappointing in a car nipping at the £40k mark. Rivals such as the EX30 feel more upmarket in that sense. Build quality isn't an issue, and there weren't any rattles, despite the firm suspension.

TECH AND INFOTAINMENT Two panels provide your info and entertainment: a seven-inch driver's display and a 10.25-inch central touchscreen. These are very similar to those in a Fiat 600e but have Abarth graphics, plus pages that show you lap times, how much torque is being sent to the front wheels, and gauges for battery temperature and G-forces.

PRACTICALITY 3.3/5★

THE Abarth 600e is a compact SUV and isn't particularly practical; the boot is smaller than most family hatchbacks' and the interior feels pretty cramped and dark.

FRONT SPACE There's lots of adjustment in the driver's seat and steering wheel, so people of different shapes and sizes should be able to get comfy. Some taller staff members found the oddly shaped seat backs uncomfortable, but others thought they were fine.

REAR SPACE The sports seats compromise rear-seat space, something that was already a little tight in the Fiat 600e. There's not much foot room, so adults won't find the back seats very usable. They're suitable for smaller kids, but anyone back there will find it quite dark.

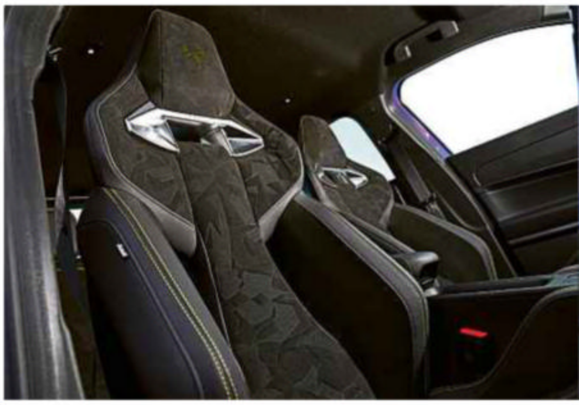
BOOT SPACE The Abarth's 360-litre boot space falls short of most family hatchbacks and lots of other small SUVs, but there's a removable floor and two hooks. The rear seats fold in a 60:40 split for a 1,231-litre capacity, yet they don't drop completely flat. The Abarth beats the EX30's 318-litre boot, though.

RELIABILITY & SAFETY 4.0/5★

EURO NCAP hasn't tested the Fiat 600e that the Abarth is based on yet. The model also doesn't appear in the 2024 Driver Power owner satisfaction survey, but parent brand Fiat was 31st (out of 32) in the manufacturer rankings.

The entry-level Abarth 600e has all the most basic safety kit you'd expect in 2025: lane-departure warning, lane-keep assist, drowsy-driver detection, autonomous emergency braking and parking sensors all around. The

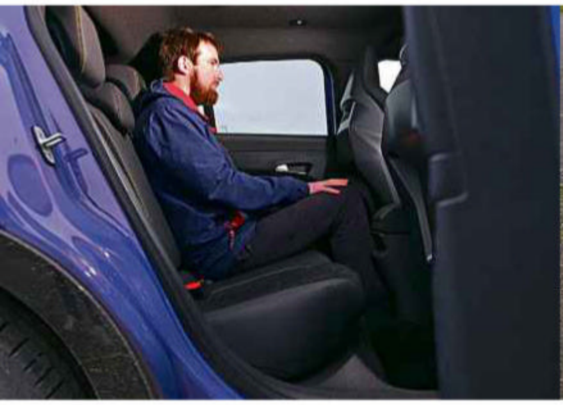
INTERIOR
Suitably dark trim gets metallic highlights and yellow stitching, including on the front sports seats



RX74 GFJ
ABARTH

DASHBOARD
Seven-inch driver's display (below) is backed up by a 10.25-inch touchscreen for infotainment duties. Driving modes include Scorpion Street

ECO
P
SCORPION STREET
Turn off the vehicle before exiting
477



TESTER'S NOTES

ALL versions of the Abarth 600e get a 10.25-inch central touchscreen, a seven-inch digital driver's display, wireless Apple CarPlay and Android Auto, Sabelt sports seats, keyless go and the basic safety systems. To get a rear-view camera, a heated windscreen, sat-nav and cruise control, you have to go for the 600e Scorpionissima model. This version gets this added kit plus extra driver-assistance tech, a wireless smartphone charging pad and a sound generator that mimics the exhaust note of Abarth's petrol cars.

Alex Ingram
Chief reviewer

Scorpionissima adds advanced tech such as adaptive cruise control with lane centring and traffic-jam assist, blind-spot detection, a rear-view camera and traffic-sign recognition.

It's not that easy to turn these features off – they default to on – but the menu shortcuts let you get to the relevant section.

WARRANTY 3.8/5★

THE Abarth warranty is three years long by default, and can be extended to up to 10 years or 100,000 miles with servicing at an Abarth dealer. It shows that the brand has confidence in the reliability of its car, which is a good sign.

SERVICING 4.1/5★

SERVICING costs are about £28 a month with a three-year plan, which is about the same as most of the major manufacturers.

▶

ON THE ROAD
As with most electric cars, the 600e Scorpionissima's performance starts strongly but drops off at higher speeds

MIND THE SCORPION

> **"ROOF SPOILER AND BLOCKY, BLUNT-LOOKING BUMPERS ECHO THE LOOK OF ABARTH'S SIXTIES RACERS"**

THE Volvo EX30 is the smallest SUV in the brand's line-up but it brings over so much from larger, more luxurious models that it outclasses almost all other cars of its type when it comes to luxury and quality.

There are several versions to choose from, including a single-motor base model, the extended range version with a larger battery, and then a four-wheel-drive, twin-motor top-spec car. The best value is the Single Motor Extended Range, which has a 69kWh battery that offers more miles between top-ups than many of its rivals at the same price point; it even comes with a more energy-efficient heat pump that helps improve range and charging.

While the 4WD model seems suited to the EX30's SUV shape, it isn't really designed for off-roading, so the extra driven axle is for performance gains rather than traction on rough surfaces. We'd stick with the single-motor car, because it's faster than anyone could surely need from a family car like this.

ENGINES & PERFORMANCE 4.5/5★

THE most powerful Volvo EX30, the Twin Motor Performance Ultra, takes just 3.6 seconds to go from 0-62mph, which is the same as a Porsche 911 Carrera 4S or even a Ferrari Enzo. The better-value Single Motor Extended Range model isn't supercar-fast but still managed the sprint in 5.3 seconds, which is frankly more than you'll ever need.

Neither model looks very sporty, and with no loud engine note, the EX30 is one of the most unassuming fast cars you can buy. It's quicker than rivals that make much more of a song and dance about their performance credentials, such as the Abarth 600e.

As with most modern EVs, you can adjust how much regenerative braking you get when you lift off the throttle, as well as how heavy the steering is. But unlike most cars, the Volvo hides these features on a sub-menu on the main screen rather than having them available at the touch of a physical button.

DRIVING 4.2/5★

THE EX30 offers strong performance and a well judged chassis. It isn't truly exciting to drive, but it's above average in this class.

AROUND TOWN The Volvo's punchy electric powertrain provides strong performance off the line and from low speed, so you'll never want for more power around town. The Swedish EV also deals with potholes and bumps pretty well, although the large 19-inch alloy wheels and heavy kerbweight are most apparent in city driving.

The EX30's solution to this is its super-comfortable seats, because not only are they supportive, they are also soft enough to take the edge off of any bumps you can feel through the seat of your pants.

A & B-ROADS Even though single-motor versions of the EX30 are rear-wheel drive, they don't feel very sporty on twisty B-roads. Accelerate hard out of a corner and you can feel the power shifting between the wheels automatically to maintain traction. It's not as predictable as you would expect if you're used to rear-wheel-drive petrol cars, because it relies heavily on traction control at each wheel. There's not really any scope to play with the throttle during cornering and it's clear that the EX30 has been designed with commuting and efficiency in mind rather than sporty, rear-driven dynamics.

The EX30 rides on slightly firm suspension, but it's very well judged, providing good body control without being uncomfortable. The steering and pedals feel numb, but that's true of virtually any car in this class, although the Abarth 600e's set-up feels more responsive. You can change the weight of the steering in the Volvo's settings menu, but it doesn't make a huge difference to how it feels.

A fairly firm squeeze of the brake pedal is needed to deliver a strong braking force, partly because there's not much feedback through the pedal and partly because the car's weight means it takes more effort to stop than many similarly sized petrol or diesel cars.

MOTORWAY Comfy seats, smooth suspension and low road and wind noise mean the Volvo EX30 is a great car for motorway driving. It's relaxing and has all the performance you need to overtake quickly when needed.

MPG & RUNNING COSTS 4.0/5★

EV RANGE/ BATTERY/CHARGING The larger of the two batteries available in the EX30 comes with a heat pump as standard, which helps efficiency in a few ways. It's a better method of heating and cooling the interior when needed, which reduces load on the battery, but it can also be used to maintain a good temperature for optimal range and charging. It can also automatically preheat the battery when you select a charging station as a destination, which allows maximum top-up speeds earlier in the recharge process.

The smaller of the two options is a 51kWh (49kWh usable) battery that provides up to 214 miles of range, but the Extended Range version's 69kWh (64kWh usable) battery increases that to 296 miles. We averaged 3.5 miles/kWh on test from this version, which translates to 224 miles of real-world range. A Twin Motor model adds more speed at the expense of range, with an official 280-mile figure. Some rivals drive further, but the

VOLVO
EX30
OV74 LKZ

"THE MOST POWERFUL EX30,
ULTRA, TAKES JUST 3.6 SECO

VOLVO

Swedish brand's smallest SUV ha

ON THE ROAD
There's plenty of performance and good body control from the slightly firm suspension, yet comfort is good

THE TWIN MOTOR PERFORMANCE
NDS TO GO FROM 0-62MPH

FEATURES
Our test EX30 had 19-inch wheels; touchscreen controls most functions, which can be frustrating if you prefer physical dials and switches

EX30

s upmarket EV appeal

MODEL TESTED:
EX30 Single Motor Ext. Range Plus

PROS	CONS
Performance	Not all that practical
Efficiency	Fiddly infotainment set-up
Comfort	Not as fun to drive as its rival

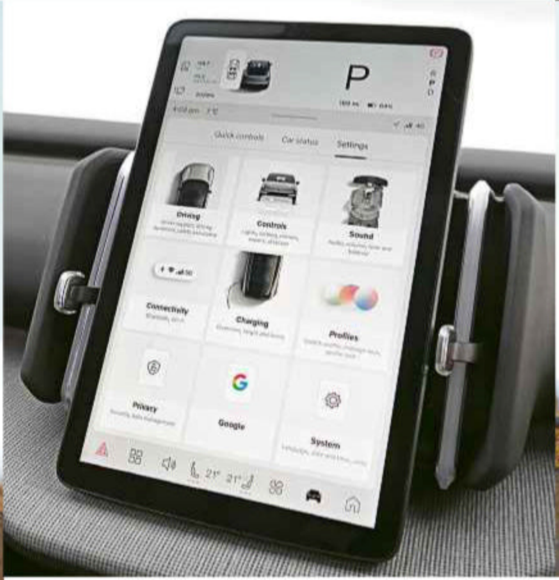
TESTER'S NOTES

IT seems like the EX30 could hardly be any easier to drive; the light control weights, decent visibility and comfortable seats make it pretty effortless to hop in and go.

It therefore seems all the more baffling that accessing simple tasks such as turning down the screen brightness or switching the rear window demister on would be so fiddly on the touchscreen display. Why Volvo, of all car manufacturers, would compromise safety for this distracting screen is rather confusing.

Alex Ingram
Chief reviewer

VOLVO
OV74 LKZ



P
Quick controls
Car status
Settings
Driving
Controls
Sound
Connectivity
Charging
Profiles
Privacy
Google
System

VOLVO
OV74 LKZ

EX30's charging speeds are impressive. The entry-level model tops out at 134kW, which means a 10-80 per cent charge takes around half an hour. This goes up to a 153kW rate in the Extended Range version, which allows a 10-80 per cent top-up in less than 30 minutes.

TAX Road tax is the same as for all other zero-emission EVs, and like other electric cars, the EX30 is great for company-car drivers. It'll sit in the lowest band and thanks to a price tag that sneaks under the £40,000 mark, you will also avoid the luxury car tax.

INSURANCE All versions of the EX30 sit in at least group 35, and the more powerful models go up to group 40. That's higher than many other electric SUVs, but when you consider that the Volvo is faster than many petrol cars in the maximum group 50, it isn't so bad.

DEPRECIATION According to our expert data, the EX30 is expected to retain between 48 and 54 per cent of its original value after three years or 36,000 miles – that's slightly better than average for the class.

INTERIOR & TECHNOLOGY 3.8/5★

THE EX30's cabin is close to being one of the best cars in its class, thanks to its luxurious tech-packed interior, but ultimately the ergonomics let the side down.

DESIGN Interior materials include woven fabrics and recycled materials rather than the typical plastic and leather you'd find in similar models, which helps the Volvo feel upmarket. Another factor is the minimalist dash; while this looks smart initially, when you come to drive the car, it doesn't seem worth it – it compromises usability too much.

Almost everything is controlled via the touchscreen and many things that you need to access regularly require too many touches to get to – put simply, it's annoying. Even things such as the window switches are irritating, because you can't quickly lower the rear windows – you need to press a second button and use the same switch as for the front.

QUALITY The materials in the EX30 are excellent and build quality is great as well. We didn't hear any rattles or movement in the trim while driving, and special mention has to go to the seats, which are very comfortable and have very smart covers. There are a few cheaper-looking bits around the cabin, but the key places you'll interact with daily are good.

TECH AND INFOTAINMENT All models in the range have a 12.3-inch touchscreen, which controls virtually everything in the car. The Volvo seems to take a leaf out of the Tesla Model 3 in this regard – even the speedometer and driving functions are there because there's no screen behind the wheel at all. We are not sold on it in the Tesla and it's the same here, because you have to turn your head and look away from the road for longer than is comfortable to read your speed.

Putting aside the issues with usability, it's a very good system that has all the features you could need. It's easy to flick between functions, while the screen is responsive and loads up quickly enough.

PRACTICALITY 3.7/5★

ALTHOUGH the EX30 looks like a large SUV, it's not all that spacious inside, so will be mainly suitable for families with younger children.

FRONT SPACE The front seats are supportive, soft and very comfortable to sit in for a long trip. There's lots of head and shoulder room, plus there's enough adjustment in the base, back and steering wheel for all sorts of drivers to get comfortable, even taller ones. Storage up front is pretty good, because there's a centre console cubby and a hidden section underneath where you can plug your phone into the USB ports unseen. A central section pops out with cup-holders, or you can remove the frame and use it as extra storage as well. Because it slides away, you can access the lower section more easily when needed.

REAR SPACE Adults and teenagers will find that the high floor and limited legroom mean the rear seats feel rather cramped. Headroom is okay, but the tallest passengers might still brush against the headlining. With the front seats in an average position, there's also not all that much room for your feet, so the rear feels as though it was designed for kids only. Access is fine, and it feels quite light in the back, which is unusual for a compact SUV.

BOOT SPACE While the boot looks fairly normal-sized for a crossover, at 318 litres, it's one of the smaller storage spaces in its class. There's also a compact 19-litre area under the bonnet, which is useful for charging cables. The 60:40 split-folding rear seat increases the load area to 904 litres, which is still small even for a compact SUV. A Hyundai Kona provides 466 litres of space with the rear seats up, and 1,300 litres with them folded. Even the sporty Abarth 600e has quite a bit more space in either configuration.

RELIABILITY & SAFETY 4.5/5★

THE EX30 didn't appear in our 2024 Driver Power owner satisfaction survey, but Volvo finished 16th out of 32 brands. Safety, interior

PRACTICALITY
Rear-seat space (above) is tight for adults and teenagers, but is fine for younger children; front seats (above, centre) are comfortable

INTERIOR
Minimalist cabin might not appeal to everyone, but the material and build quality is high

AT THE WHEEL
There is lots of adjustment in the Volvo's driver's seat and steering wheel, so it's easy to find a comfortable position

TESTER'S NOTES

PERFORMANCE in a straight line is really strong, even in the single-motor model. It's effortlessly fast and even at higher speeds you have all the torque needed to gain a burst of speed quickly when needed.

It's not quite the same when slowing down, though, because the brake pedal feels numb at the top of its travel and grabs a little too quickly at the bottom. If you need to make a quick stop, it can feel a bit disconcerting because the car doesn't slow quickly enough to start with, then slows too sharply.

Alex Ingram
Chief reviewer

quality and front-seat comfort were among the highlights, but powertrains, running costs, and value for money weren't. Still, the EX30 solves many of these issues, given its electric powertrain and decent price tag.

> "SPECIAL MENTION HAS TO GO TO THE SEATS, WHICH ARE REALLY COMFY AND HAVE VERY SMART COVERS"

WARRANTY 3.9/5★

THE car has a standard three-year, 60,000-mile warranty, and the battery gets eight-year or 100,000-mile cover. This is the same as pretty much all the major manufacturers in the UK, although some makers, such as Toyota, Kia and Hyundai, are better than average.

SERVICING 3.8/5★

VOLVO offers fixed-price servicing, although because it's a premium brand, it tends to be a little more expensive than for rival car makers such as Fiat with its 600e.

PRICES AND SPECS

	ABARTH 600E	**VOLVO EX30**
Our choice	600e Scorpionissima	Single Motor Ext. Range Plus
Price from/price of our choice	£36,985/£39,875	£33,060/£39,850

POWERTRAIN AND PERFORMANCE

Powertrain	1x electric motor	1x electric motor
Power	278bhp	268bhp
Torque	345Nm	343Nm
Transmission	Single-speed/fwd	Single-speed/rwd
0-62mph/top speed	5.9 secs/124mph	5.3 secs/112mph
Battery capacity/usable	54/50.8kWh	69/64kWh
Official range	199 miles	296 miles
Test efficiency/range	2.7/137 miles	3.5/224 miles
Charging	100kW (10-80% in 28 mins)	153kW (10-80% in 28 mins)

DIMENSIONS

Length/wheelbase	4,187/2,559mm	4,233/2,650mm
Width/height	1,779/1,557mm	1,838/1,550mm
Rear kneeroom	494-730mm	535-790mm
Rear headroom/elbow room	913/1,458mm	935/1,475mm
Boot space (seats up/down)	360/1,231 litres	318/904 litres
Boot length/width	724/1,004mm	713/985mm
Boot lip height	781mm	778mm
Kerb weight/towing weight	1,700kg/N/A	1,850/1,600kg
Turning circle	10.5 metres	11 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000 miles)	£20,875/52.35%	£20,626/51.76%
Depreciation	£19,000	£19,224
Insurance group/quote/VED	36/£937/£195	36/£817/£195
Three-year service cost	£299	£699
Annual tax liability std/higher rate	£159/£319	£159/£318
Annual fuel cost (10,000 miles)	£4,546	£3,507
Basic warranty/recovery	3yrs (60,000)/1yr	3yrs (60,000)/3yrs
Driver Power manufacturer position	N/A (Fiat 31st)	16th
NCAP Adult/child/ped./assist/stars	TBC	88/85/79/80/5★ (2024)

EQUIPMENT

Metallic paint/wheel size	Yes/20 inches	Yes/19 inches
Parking sensors/camera	F&r/yes	F&r/360-degree
Spare wheel/Isofix points	Repair kit/two	Repair kit/two
Keyless entry & go/powered tailgate	Yes/yes	Yes/yes
Leather/heated seats	No/yes	No/yes
Screen size/digital dashboard	10 inches/yes	12.3 inches/yes
Climate control/panoramic sunroof	Yes/no	Yes/no
USBs/wireless charging	Three/no	Four/yes
Wireless CarPlay/Android Auto	Yes/yes	Yes/yes
Blind-spot warning/head-up display	Yes/no	Yes/no
Adaptive cruise/steering assist	Yes/yes	Yes/yes

WHAT WE WOULD CHOOSE

ABARTH Adding any options to the Abarth would send it over the £40,000 mark for luxury car tax, so could cost more than you might think. Luckily just about everything is fitted as standard, including the bold paint colours.

VOLVO It's the same story given the EX30's price tag: adding any options could put you in for a big tax bill for the first five years of ownership. Metallic paint is also included, so there's really no need to add any options.

INFOTAINMENT

16:28
0
53
16
380.5
Sound Generator
Torque
Gauges
Racing

Abarth 600e 4.0/5★

10-INCH TOUCHSCREEN | KEY FEATURE: WIRELESS SMARTPHONE CONNECTIVITY

WIRELESS Apple CarPlay and Android auto are useful, because you can just hop in, tap the icon and have all your apps and routes available straight away.

The default user interface in the Abarth isn't as modern-looking as the Volvo's, but certain features are actually easier to access, thanks to there being a few shortcut buttons, and the main menu has large, easily understood menu sections to flick through.

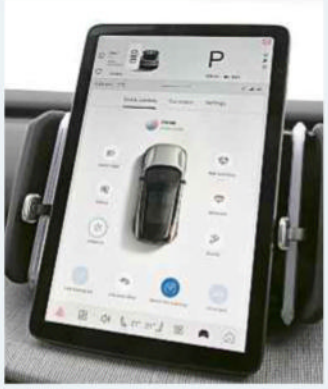
One of the key functions you'll probably need is the ability to turn off the sound generator, which is quite quick to access once you know where it is.

Volvo EX30 4.5/5★

12.3-INCH TOUCHSCREEN | KEY FEATURE: GOOGLE INTEGRATION

EVERYTHING is contained within the 12.3-inch screen, including things that we wish weren't – such as the speedometer and other driving-related functions. The Google-made interface looks more tablet PC than in-car system, has lots of features and the default Google Maps navigation is superb.

The screen is quick to respond to inputs and loads quickly. There were a few bugs that could be fixed in software updates, such as when charging at home, the readout was blocked by the "door open" notification.



> **"THE GOOGLE-MADE SYSTEM IS QUICK TO RESPOND TO INPUTS AND LOADS QUICKLY, BUT THERE WERE A FEW BUGS"**

VOLVO EX30 BEST FOR EFFICIENCY:
THE Volvo is far more efficient than the Abarth, so we'd choose it every time if you want to keep running costs down. It's also available with a larger battery that allows for longer trips with fewer charging stops.

ABARTH 600e BEST FOR PERFORMANCE:
THE Volvo is the faster car of the two, but the Abarth is more fun on twisty roads. If you live in an urban area, the EX30 should provide just as much entertainment, but for rural drivers, the 600e would be the most enjoyable to drive.

RESULTS

WINNER ★★★★½

Volvo EX30

AUTO EXPRESS
ROAD TEST
WINNER
VOLVO
EX30
MAY 2025
★★★★½

THE Volvo EX30 isn't quite as fun to drive as its rival here, but it outclasses it in virtually every other area, so it will have a much wider appeal.

It's far more comfortable but is also faster in a straight line, has a more luxurious interior, lots of technology and a great level of safety kit. The Volvo is good enough to drive that you can still enjoy a twisty road, but isn't compromised when it comes to longer trips – and the long range, charging technology and decent efficiency help there, too.

INTERESTED?
Scan the code to check out our deals on the Volvo EX30

RUNNER-UP ★★★½☆

Abarth 600e

THE Abarth 600e is a car you'll buy with your heart rather than your head, because it simply can't match its rival's value for money, nor is it as comfortable or efficient as the EX30.

However, the Italian model is quite characterful, has some fun features, and the sporty looks, seats and driving experience have plenty of appeal. We can't recommend the Abarth ahead of its rival as an overall package, but if you're looking for a fun electric SUV, the 600e will likely tick a lot of boxes.

INTERESTED?
Scan the code for the best prices on the Abarth 600e

STYLING
The Electron silver-blue paint shows off the 4's sleek lines to good effect; it mixes saloon, coupé and SUV design elements

FIRST REPORT

POLESTAR 4

Swedish firm's latest offering has oodles of space, pace and style, but who is it aimed at? We have six months to find out

Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

IS it just me, or did last year's news of Polestar's sticky financial results feel a little at odds with the increasing number of the company's cars you see on UK roads? It seems that for every Tesla Model 3, there's a Polestar 2 just around the corner. In fact, it turns out the UK is the Swedish brand's biggest market, which means the all-new Polestar 4 we've got our hands on for the next six months is probably more important than you might have thought.

We'll start with where it sits in the company's range, because the 4 is not a replacement for the smaller Polestar 2; instead, the new car sits above its range-mate. It's priced from a round £60,000 for the entry-level single-motor car, putting it just above a top-spec Polestar 2 Dual Motor Performance Pack, and the line-up follows a similar format, offering different powertrains with various option packages, but no distinct trim levels.

The confusing Polestar naming convention dictates an order of a chronological nature for its models, rather than size. As such, the '3' name has already been taken up by the larger and more traditional SUV that rivals the BMW iX, and is subsequently more expensive than both 2 and 4. Got it? No? It sort of makes sense, but you know what they say: if you need to explain it...

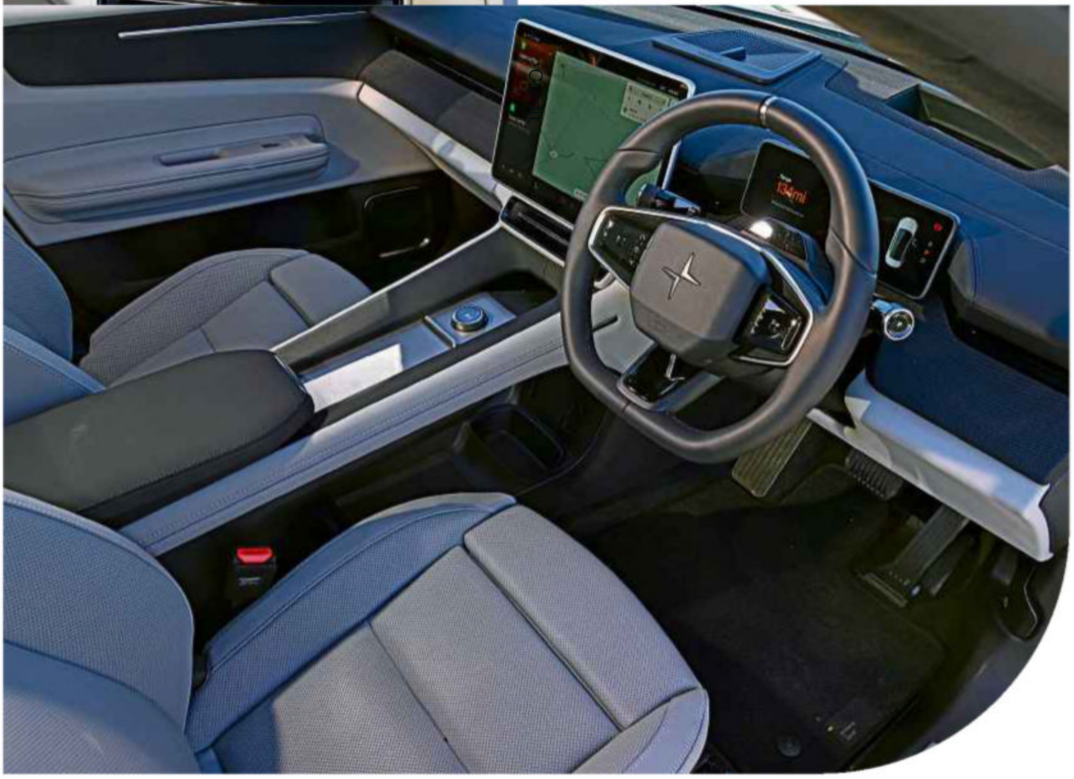
Anyway, our Polestar 4 is a Dual Motor variant with a basic list price of £67,000, but it comes with a few options that bump up the cost and specification. These include £1,000 worth of Electron silver-blue paint and a chunky £3,300 upgrade to Nappa leather seats in Zinc with a massage function. The £1,800 Pro pack rounds things off by adding a larger set of 21-inch wheels, gold dustcaps and a gold stripe to the seatbelts. All in, we're at £73,100 – not an inconsiderable amount of money, but as we'll discover, this is also an awful lot of car.

There's not much missing from our specification, but the Performance Package with its

"THE BULK OF THE 4'S INTERIOR SPACE IS GIVEN OVER TO THE REAR SEATS"

INTERIOR

Massaging Nappa leather seats are a £3,300 option but there's plenty of standard kit, including a 15.4-inch touchscreen with Google software that's Apple CarPlay-compatible



MODEL TESTED:

Polestar 4 Dual Motor

On fleet since: April 2025

Price new: £67,000

Powertrain: 2x e-motor, 100kWh battery

Power/torque: 536bhp/686Nm

CO_2/BiK: 0g/km/3%

Options: Metallic paint (£1,000), Pro Pack (£1,800), Nappa massaging seats (£3,300)

Insurance*: Group: 48 Quote: £1,407

Mileage/efficiency: 1,385 miles/3.5mi/kWh

22-inch wheels, bigger Brembo brakes and unique chassis tuning is a notable exception.

On first impression, I like the silver-blue monochromatic palette inside and out. Parked on my crowded London street, the 4 looks huge, even next to the gargantuan BMW M5 Touring that I also happened to have on test when the Polestar arrived. The Swedish car's tall stature, sloping roofline and broad shoulders mean it's a cross between an SUV, a coupé and traditional saloon.

At 4.8m long, it's only slightly longer than most mid-size premium SUVs, but is nearly 4cm wider than a full-size Audi Q7. With this large footprint comes a very large cabin, yet it's unlike most European cars in the way it apportions that space. The boot is relatively large – bigger than I'll generally need, at 526 litres – but the bulk of the interior space is given over to the rear seats. This is very important in the car's core Chinese market, and while the second row of our car won't be used on a daily basis, when I do have multiple passengers, they're adults rather than sticky-fingered kids. So the space will be handy.

What we're left with, then, is a large, spacious and very luxurious crossover-type EV that has loads of kit and a very impressive 367-mile WLTP range, thanks to its 100kWh battery pack. There's also the rather significant 536bhp, a colossal 686Nm of torque and a 0-62mph time of 3.7 seconds. While I'm under no impression that this is a performance car, I have already enjoyed the sheer ease with which it can deploy its vast reserves. It seems Polestar has ambitions to do it all with the 4.

I've managed to get this far without talking about the fact the car doesn't have a rear window, but I am going to mention it here purely as a symbol. And that's because the 4, more than any of Polestar's other models, seems to be one that has no interest in looking back. We'll be finding out if that's a good thing over the next six months.

PROS

- Fascinating mish-mash of styles
- Speed/efficiency
- Sleek interior design

CONS

- Feels very big
- Ride/handling balance could be better

AE VERDICT ★★★★☆

THE Polestar 4 is quite the enigma. This sort of car is aiming to be many things, and therefore has a somewhat undefined place in the luxury car market. So does this mean it's a jack of all trades and a master of none? We've got six months to dig into the 4's complex personality and find out exactly what talents are hidden beneath its sleek design, and to figure out whether the many Polestar 2 owners in the UK should consider upgrading to it when it's time to change.

---

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

THIRD REPORT

LEXUS LBX

Onboard tech elevates the LBX, although some features falter

Alastair Crooks
Alastair.Crooks@autoexpress.co.uk

STELLAR SERVICE
We experienced Lexus's renowned customer service for ourselves at the Ipswich dealer, where the LBX had its 10,000-mile pit stop

AEX I WAS hoping that my time with the Lexus LBX would help to answer a significant question: can small cars feel premium? It sounds like a contradiction, but nonetheless the Japanese manufacturer is hoping to make a big impression with its luxury-focused compact SUV. The LBX is based on the Toyota Yaris supermini and certainly has no direct rivals from the likes of BMW, Mercedes or Volvo, and while Audi offers the A1, the baby Lexus is a little different, being classed more as a crossover.

Before I could reach a conclusion on the LBX's premium status, the car's odometer neared 10,000 miles – with us covering 7,398 of those – so I had to visit a dealer for the car's first service. I booked it in with Lexus Ipswich, and an hour or so after I'd arrived, my car had a clean bill of health and I had a stomach full of coffee and biscuits.

The customer service from Lexus is legendary – it's one of the reasons why the brand typically scores well in our Driver Power survey and keeps buyers fiercely loyal. It was no different at the Ipswich branch, where the staff were incredibly helpful and keen to hear about my experience with the LBX. The site is shared with a Toyota franchise, and although the dealership and showroom weren't the biggest, they felt premium – much like my Lexus.

One particular feature of the LBX that helps elevate it above its Yaris cousin is the level of onboard technology. Considering the car's size, the central touchscreen (all 12.3 inches of it) is impressive, and while I'd prefer physical controls for the climate functions, I became accustomed to the digital layout within a few days.

Other highlights include a 13-speaker Mark Levinson sound system. It's standard on top-spec Takumi models, and with the acoustic glass and cocooning interior, audiophiles should be extremely pleased with it.

Having run the LBX over winter, my partner and I have also been particularly grateful for the heated seats and – for me at least – the heated steering wheel. Again, heated seats are not a feature you'd associate with small crossovers and superminis, but they are standard on all LBXs bar the entry-level trim.

Another bit of technology that's standard on most versions is a wireless smartphone charger. So many manufacturers get this feature wrong, with inductive charging pads that either radiate tremendous heat, or are so shapeless that your untethered phone slides off into the footwell each time you turn into a corner – but thankfully, neither of these things happen in an LBX.

It's not all good news, though. The powered tailgate is incredibly slow and several of my passengers have struggled with the push-button interior door handles. They can be

Ipswich
BF23
GX24 ZZJ

used as a conventional pull handle, too, but in reality they're just a needless faff.

The suite of active safety systems mostly work away quietly in the background, but there is an annoying exception: the driver monitor alert. It can be switched off, but it's a manual process that has to be repeated every time you start the LBX. This applies to most new cars now, but is still annoying.

The head-up display and the touch-sensitive buttons that operate it initially seemed impressive, but it soon became apparent that if you accidentally brushed the touch pads on the steering wheel, it meant a large, attention-grabbing menu popped up unnecessarily.

As I've mentioned previously, the Lexus is a pleasant enough car to drive, with the hybrid powertrain generally doing its thing smoothly, although the groaning CVT gearbox occasionally interrupts the refinement.

MODEL TESTED:

Lexus LBX

On fleet since:	October 2024
Price new:	£39,555
Powertrain:	1.5-litre, 3cyl petrol, 1x e-motor
Power/torque:	134bhp/185Nm
CO2/BiK:	107g/km/25%
Options:	None
Insurance*:	Group: 27 Quote: £639
Mileage/mpg:	TBC/47.7mpg
Any problems?	None

*__Insurance quote__ from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS	CONS
Cabin quality	Not as efficient as claimed
Strong levels of kit in Takumi trim	Top-spec model costs almost £40k
Copes with rough roads well	Interior is slightly cramped

> **"SO MANY MANUFACTURERS GET WIRELESS CHARGERS WRONG. NOT LEXUS"**

VERDICT ★★★☆☆

CONSIDERING the building blocks Lexus worked with to create the LBX, it's a more than reasonable outcome and one that certainly feels unique when automotive niches are far and few between. It's easy to appreciate why the LBX is now the most popular Lexus on sale in the UK, although as we've seen with the implementation of technology, driving experience and price, the car hasn't been without its niggles.

FLEETWATCH

RENAULT 5

THE tricolore hidden in the headlights and the various cockerel easter eggs are relatively subtle nods to the Renault 5's French heritage. The wicker baguette holder, on the other hand, is so stereotypically French it has to have been thought up by a Brit. Regardless, it's easily one of the most ridiculous accessories a car maker has ever offered, and it's safe to assume that every new R5 owner is going to be receiving one for Christmas.

ELLIS HYDE

INEOS GRENADIER

OUR Grenadier's windscreen has cracked. I wouldn't have minded, but I wasn't even following anything that closely – maybe the flat glass is at greater risk of chipping, although I haven't noticed more stones hitting the screen than in any other car. What started out as a two-inch line on the passenger side soon grew into a large, distracting U-shaped fracture, so Ineos took the 4x4 away to sort it.

DEAN GIBSON

REPORT INDEX

Alfa Romeo Giulia QF	Issues 1,869, 1877
BMW 530e	Issues 1,870, 1,882
Cupra Tavascan	Issues 1,868, 1,881
Dacia Duster	Issue 1,876
Ineos Grenadier	Issues 1,866, 1,875
KGM Actyon	Issue 1,877
Lexus LBX	Issues 1,864, 1872
Mazda CX-30	Issues 1,865, 1,875
MG3 Hybrid+	Issues 1,860, 1,869, 1,881
Peugeot E-3008	Issue 1,867
Range Rover Sport	Issue 1,874
Renault Scenic	Issues 1,855, 1,865, 1,880
Renault 5	Issue 1,878
Skoda Superb	Issue 1,871
Vauxhall Grandland	Issue 1,881
Volkswagen ID.7	Issue 1,873
Volvo EC40	Issues 1,871, 1,882

SUBSCRIBE AND SAVE 39%

OFF THE SHOP PRICE

AUTO EXPRESS
SCOO
EXCLUSIVE IMAGES
NEW SKO
OFFICIAL Big-selling SUV gets dramatic new look for 2025
KY25 YRF
TESTED FAMILY PLUG-INS
VW Tiguan battles BYD Seal U for PHEV crown
DRIVEN AUDI A5 AVANT ● DRIV

AUTO EXPRESS
HOT HATCH HEAD-TO-HEAD
BMW M135 vs AUDI S3
All-weather performance cars do batt
DRIVEN THIS WEEK
HYBRID VAUXHALL
MINI CONVERTIBLE
NEW BENTLEY
YE74 NJO
2 x NEW HYUNDAI SUVs
VOLVO XC90 VERDICT
NEW KIA EV9 REVEALED
ALSO INS
25 STARS FOR 2025

PRINT& DIGITAL AVAILABLE

WHAT'S INCLUDED?

39% off the cover price

Get a 6-issue trial for just £6! Your subscription will then automatically renew every 13 issues at just £36.99.

Free Auto Express KeepCup

KeepCup: The original reusable, barista standard cup. Lightweight, durable, and fits most car holders. Your stylish, eco-friendly caffeine companion.

Free Delivery

Never miss an issue with delivery to your doorstep at no extra cost.

Flexible options

We offer hassle-free cancellation or the option to pause anytime

AUTO EXPRESS

TRY 6 ISSUES FOR £6

OP 208 GTi IS BACK!
Return of Peugeot's hot-hatch hero
ODA ENYAQ
OFFICIAL HONDA SUV
First look at firm's bold new 0 Series
DRIVEN NEW KIA EV3
Is bargain SUV now the one to beat?
PLUS Latest on Nissan merger plans
EN CORVETTE Z06 ● REVEALED NEW FACE OF BMW iDRIVE
zda sets sights on Tesla with 6e
NEWS
market as it announces new rival for Model 3
STYLING
INTERIOR
www.autoexpress.co.uk
15 January 2025 11

SUBSCRIBE NOW

1. **Order online**
   Visit subscribe.autoexpress.co.uk or call **0330 333 9491**
2. **Enter the offer code D25Q2**
   and choose the offer that suits you best.
3. **Check out securely**
   Complete your order, and await the arrival of our first issue. Sit back, relax and enjoy!

SCAN TO SHOP

Scan me with your smartphone's camera to go straight to our secure online store.

Calls to 03 numbers will be charged at your standard local rate. Prices are for UK only. The introductory trial offer is limited to one per household per 12 months. We reserve the right to cancel an order if the trial offer is misused. Alternative gift may be supplied. Please allow 28 days for delivery.

STRANDED AT THE ROADSIDE?

- 8 hours battery life
- Multiple flashing modes
- Instantly alerts other road users
- Compact – keep it in your glovebox
- Attach to any surface incl. glass

Contact Roadflash for V-16
Spanish Hazard light with GPS

V-16 Spanish Legislation compliant
GPS connects to Spanish DGT networked
PRE-ORDER ONLINE - Available June 2025

Innovation product of the year 2025
CorporateLiveWire
INNOVATION
& EXCELLENCE AWARDS
2025 AWARD WINNER

STAY SAFE with the award-winning

EMERGENCY BREAKDOWN WARNING LIGHT

IDEAL FOR ALL PRIVATE
& PROFESSIONAL DRIVERS

25% OFF

£29.99

WAS ~~£39.99~~

ROADFLASH™
STAY SAFE. STAY VISIBLE.

BUY ONLINE
ROADFLASH.CO.UK

60 **NEW PRODUCT 3-IN-1 LAMP**
Osram inspection light

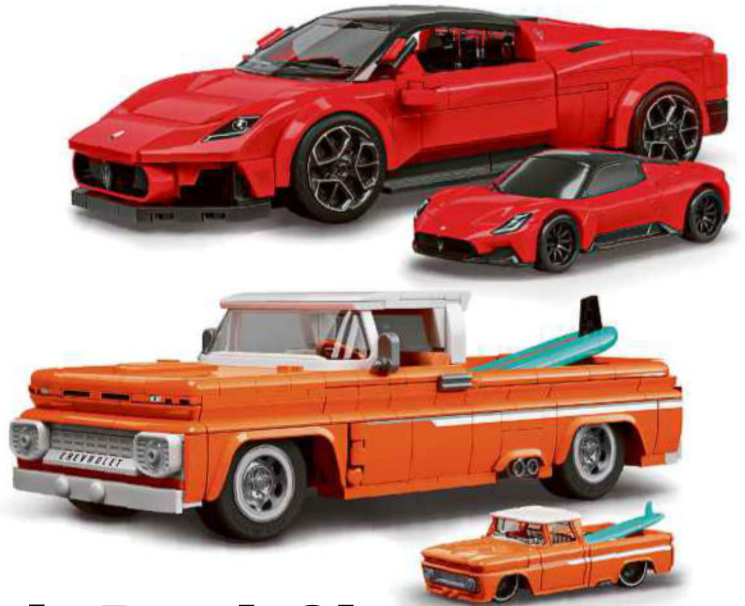
61 **MINI TEST GLOVES**
From MCR and Muc-Off

60 **PRODUCT TEST POLISHERS**
Which shines best?

PRODUCTS

HOT KIT

HANDS ON
Every building set includes a 1:64-scale matching die-cast Hot Wheels model



Hot Wheels Brick Shop

Price: £21.99-£136.99 **Contact:** *mattelbrickshop.com*

TOY maker Mattel has created a collaboration between its new Lego-rivalling Brick Shop brand and its famous Hot Wheels marque to create a new series of classic-car model kits. The seven sets combine elements of assembly like traditional Lego, but with more realistic parts and metal components.

Each set features accurate details and proportions, plus customisation options that allow collectors to recreate and personalise the cars with changeable wheels, decals and unique design elements.

Brick Shop's first Hot Wheels building sets are available in three levels: Speed Series, Elite Series and Premium Series. The cheapest Speed Series kits are priced at £21.99 and have around 250 pieces. The three 1:32-scale cars available are a Maserati MC20, a 1968 Chevrolet Camaro, and a Cadillac Project GTP Hypercar.

Moving up to the 1:16-scale Elite Series at £44.99 brings the ability to customise with extra parts; the Corvette Grand Sport, 1990 Honda NSX and 1962 Chevy Pickup have around 875 pieces and include functional steering and swappable number plates.

The Premium Series currently has only one car available – a 1950s Mercedes 'Gullwing' 300SL, in 1:12 scale. The kit has 1,600 pieces and is aimed at adult enthusiasts, with a price of £136.99.

BOOKS

Standard Vanguard Cars

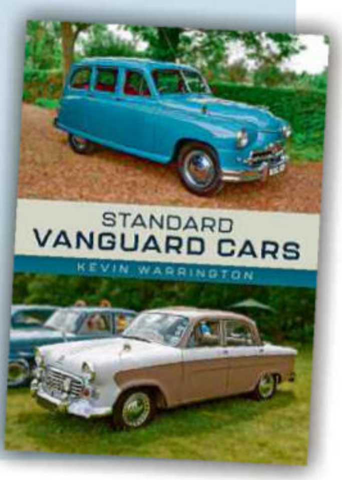
Kevin Warrington (Amberley, *amberley-books.com*)
Price: £15.99 **Rating:** ★★★⯪☆

THE Standard brand has been dormant in the UK since the sixties, after it was absorbed into Triumph, and never really featured anything glamorous or glitzy that would gain legendary status. But the firm did build some very popular and interesting family cars, and the Vanguard range is one that some drivers are likely to have happy memories of.

This book by Kevin Warrington covers the Vanguard's early development, plus all three phases of its lifespan and additional models such as estates, sports versions and even diesels. It's all presented in a very easy-to-digest format with lots of large colour photos, mainly taken at car meets and shows. While they're not the most atmospheric or well curated, they're definitely informative and show pretty much every one of the car's derivatives and angles.

At just under 100 pages, the book doesn't exactly provide a detailed deep dive into the Vanguard's history but covers most of the aspects you're likely to want to know, without resorting to long, dull lists of figures or tables.

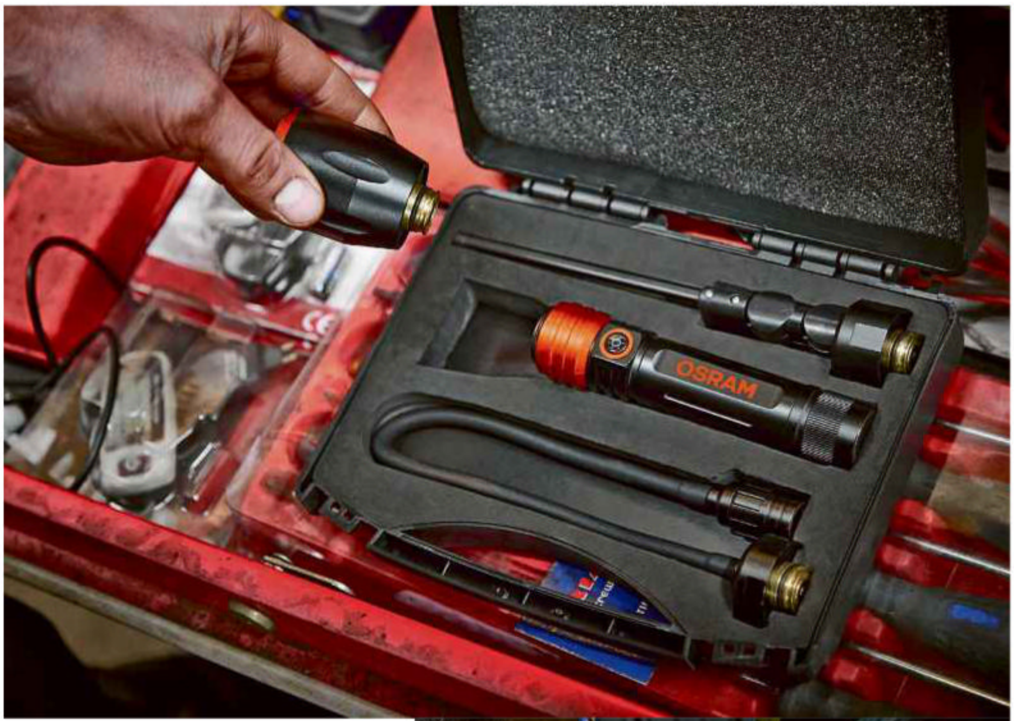
It's also compact and will sit on a shelf neatly alongside similar books from publisher Amberley. It's a nice look into one of the more interesting family cars of the late 1940s and beyond, and is bound to dredge up memories for some readers and be a good research tool for anyone unaware of the Vanguard.

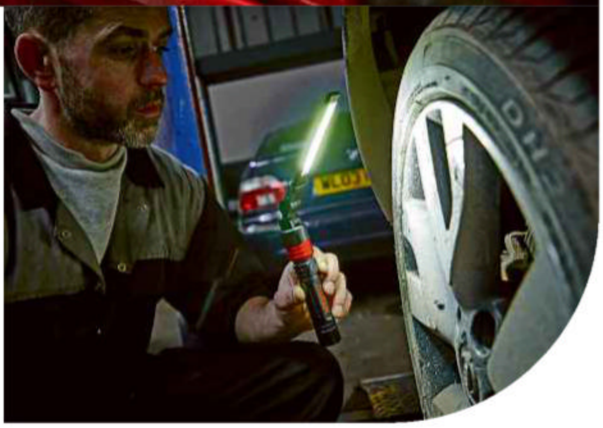


NEW PRODUCT

Osram LEDinspect 3-in-1

Price: £59.99 **Contact:** *osram.co.uk*





BEING able to see in the dark corners of your engine bay or under the dashboard is crucial for any repair, and most mechanics will have an inspection lamp and torch in their tool box. Osram's new LEDinspect 3-in-1 combines three types of lamp into one kit, allowing you to change attachments on a single body that includes a rechargeable battery.

The three removable heads in the pack are a standard torch, a thin inspection lamp with two hinge positions that rotate either 180 or 230 degrees, and a gooseneck light attachment that can bend and twist to illuminate hard-to-see locations, such as a fuse box in a footwell.

Swapping over the heads takes just a moment, thanks to a quick-release collar that allows the lights to be disconnected and then snapped back into place.

The handle lets you pick from four lighting modes: high, medium, low and flashing. It also includes a strong magnet so it can be easily attached to a handy metal part of the car, leaving your hands free for working. The illuminated end of the long gooseneck light attachment is also magnetic, which could be useful if you're trying to retrieve lost nuts or other small objects in hard-to-reach places.

The battery is rechargeable using a USB-C cable, and the charging port is protected from dirt and moisture by a rubber bung. When the battery is fully topped up, the company claims it will last up to seven hours between charges using the Gooseneck, or two hours when using the torch.

The kit comes with a two-year guarantee and costs £59.99, including a foam-lined carry case.

LIGHT WORK
Full kit includes handle and three interchangeable heads, all housed in a carry case (top). Unit can be hand-held or attached via a magnet to a suitable part of the car

FIRST TEST

Phone
Music
Maps
Messages
Now Playing
Home
Podcasts
Audiobooks
THU
8
Calendar
Settings

Temu CarPlay adaptor

Price: £27.84 **Rating:** ★★★★½
Contact: *temu.com*

ADDING the latest connectivity is one of the biggest reasons drivers give for wanting to upgrade their cars to a newer model. We are used to the functions of our smartphones and love having the same apps to navigate and stay in touch while we are on the move.

But is it possible to upgrade you current car to have Apple CarPlay or Android Auto for less than the price of half a tank of fuel?

Online retailer Temu is offering various windscreen and dash-mounted devices at prices that seem suspiciously good value for money. We tried one of the cheapest and were amazed at the quality and functionality.

The NHOPEEW Portable Car Stereo Wireless Carplayer costs just £27.84, yet features a seven-inch colour touchscreen that connects quickly to your phone via Bluetooth, plus has good graphics resolution and less lag than some systems in brand-new cars.

To connect it to your car, you either use an Aux-In cable (which is supplied) or the built-in FM transmitter, which will transmit to a vacant frequency and you tune in via your car's radio.

The cable option is the more reliable, but the transmitter works well enough if your car doesn't have an aux socket. There is also a built-in speaker, but it – and the microphone for Bluetooth calls – aren't really up to the job.

As a quick and easy way to upgrade an older car to modern tech, this is astonishing value.

TESTED Workshop gloves

A decent pair of gloves is every bit as vital as a screwdriver or a spanner for any DIY mechanic. Our test reveals the best ones to get your hands on

MINI TEST

Tom Barnard

IF you've ever worked on a car, you probably have the scars to prove it. Sharp edges will scrape skin from knuckles and slice fingers, while hot surfaces will leave you yelping in pain.

Which is why most of us now reach for a pair of workshop gloves before picking up a spanner. These reusable fabric gloves offer limited protection against oils or chemicals, but will give an extra layer of defence against dirt, sharp edges, and hot parts.

We tested two pairs to see which is the handiest for a mechanic by rating their protection, comfort and grip – and both passed our tests easily. The Muc-Offs are the most comfortable and are better for work involving delicate handling where you need to feel for smaller components. The MCRs will be better for areas where you need a bit more protection. They win here, mainly due to their value.

MCR Greenknight GP1082 Gloves

Price: £4.98 **Rating:** ★★★★★ **Contact:** *toolstation.com*

IF you are tackling tough jobs, the Greenknights could save your hands from all sorts of trouble, yet they cost only a little more than a box of plasters. The stretchy fabric means they are easy to put on and hug your hand comfortably, and the gloves include a cuff, which covers a lot of your wrist too. It will also protect a watch if you are wearing one.

The finger and palm areas are additionally protected by a cushioned nitrile substance that feels rubbery, giving extra grip and some resistance to liquids. They also allow you to pick up objects heated up to 100 degrees Centigrade comfortably.

Despite the thick coating, we were still able to operate a smartphone and touchscreen while wearing them. The only potential problem is that these gloves don't allow you to feel small components or handle delicate tasks quite as well as the Muc-Offs.

GREENKNIGHT
POWERED BY MCR SAFETY
We Protect People
GP1082NM

Muc-Off Mechanic's Gloves

Price: £7.99 **Rating:** ★★★★½ **Contact:** *muc-off.com*

THERE are plenty of car maintenance jobs that don't involve hot exhausts or heavy-duty fixings you need to attack with a hammer – and it's the Muc-Off gloves we could see ourselves reaching for if we were working on electrics or trim parts. They use a similar stretchy material on the back and cuffs to the MCRs, but the thinner layer of protective coating allows more feel when handling small fixings.

The gloves are comfortable to wear for long periods and you won't need to remove them to operate smartphones and touchscreens. They're not quite as resistant to heat as the Greenknights, but we could still hold a metal spoon that had been put in boiling water with only slight discomfort.

They resisted our snagging test too, but the thinner nitrile layer means you might pick up more injuries in extreme situations. The price does seem rather high compared with other gloves, but the Muc-Offs can be washed and re-used multiple times.

Muc-Off
Muc-Off

"GLOVES GIVE AN EXTRA LAYER OF DEFENCE AGAINST DIRT, SHARP EDGES AND HOT PARTS"

BUY YOUR CAR KIT WITH CONFIDENCE
Every week, we extensively test all the latest car kit from tyres to trim cleaners. Scan the code to access our huge online test archive

Milwaukee M18 FAP180 Fuel

Price: £399.98 (kit)/£189.98 (body only)
Battery size/life on test: 5Ah/still running after 1hr
Speed settings: 8 **Rating:** ★★★★★
Contact: *toolstation.com*

AUTO EXPRESS BEST BUY 2025

MILWAUKEE has a reputation for offering workshop-quality equipment to the public and for long-lasting, durable tools. That's certainly evident here, with the FAP180 polisher part of the firm's M18 System of products, and using interchangeable, hefty 5Ah lithium batteries. If you already have a Milwaukee M18 wrench or drill, you'll find the polisher uses the same battery pack, which means you can opt for the body-only version to save some cash. If you do go for the kit, you get two batteries, a charging dock and both foam and wool polishing pads, in a case.

It's a joy to use, with a quiet motor and eight adjustable speed settings, while there are two different types of auxiliary handle to suit horizontal and vertical jobs. It's a superb piece of kit – and while it isn't cheap, if you can afford it, it's worth it.

"IT'S A JOY TO USE, WITH A QUIET MOTOR AND EIGHT ADJUSTABLE SPEED SETTINGS, PLUS TWO HANDLES TO SUIT THE JOB AT HAND"

BEST ROTARY POLISHERS

Machine polishing can bring a tired car's paint back to life, restoring the shine like a pro

Craig Cheetham

ALTHOUGH polishing your car by hand can be rewarding, sometimes the assistance of a powered polisher can really bring back the showroom shine.

When choosing a rotary polisher, the first thing you should consider is how you plan to use it. They are designed to work with a mild-to-medium cutting compound to remove the top layer of rough paint or lacquer and make your car as shiny as possible. Do that too often and you'll end up damaging the paint, so you shouldn't consider a polisher as an alternative to a hand-applied layer of wax or resin coating.

For this test, we brought together eight battery-powered polishers priced from less than £39 to almost £400, with differing pad sizes, to determine which was the best all-rounder.

How we tested

WE tested our polishers on two cars, using firm polishing, medium polishing and soft-finishing pads.

The first car was 27 years old and had faded solid red paint. The second was 15 years old and black; this colour tends to show swirls and surface scratches.

The machines were judged on their smoothness, speed adjustments, weight and noise level. We also factored in how balanced they felt in our hands, and how long the batteries lasted.

All of the polishers made a difference to the tired paint finishes of our old test cars. And while unsurprisingly it was the top-end models that gave the best results, some of the cheaper models were close enough to make them a shining example.

Draper D20 20V Brushless Random Orbit Polisher 125mm

Price: £195 (kit)/£150 (body only)
Battery size/life on test: 4Ah/58 minutes
Speed settings: 6 **Rating:** ★★★★☆
Contact: *drapertools.com*

AUTO EXPRESS RECOMMENDED 2025

ALTHOUGH it wasn't the absolute best on test, the Draper D20 is a great all-rounder. It sounds a little coarse compared with the more expensive models here from Sealey, Milwaukee and FLEX, but in terms of overall competence it performed well on both of our test cars, its random orbit rotation allowing more overlap for general polishing, as opposed to paint restoration.

If you buy the full kit, then you get a rapid charger, two 4Ah batteries and two pads. The battery lasted just under an hour on test, but as there are two included and recharging takes less than an hour, you can simply swap them as you go. Hardcore detailers will prefer some of the other units on offer, but for the home enthusiast to revive the paintwork on the family motors, this is a good-value option.

> "THE DRAPER SOUNDS A LITTLE COARSE COMPARED WITH PRICIER MODELS, BUT PERFORMED WELL ON BOTH CARS"

DRAPER
4Ah
D20 LITHIUM-ION

Durofix RS1222

AUTO EXPRESS RECOMMENDED 2025

Price: £134.99 (kit)/£59.95 (body only) **Battery size/life on test:** 2Ah/52 mins
Speed settings: 8 **Rating:** ★★★★½ **Contact:** *durofix.co.uk*

A RELATIVELY new name in power tools, Durofix claims to offer good-quality products at sensible prices, and that's certainly true in the case of its mini-polisher, which was the best of the three smaller units we tested. The RS1222 also had the best battery life of the trio, lasting well over 50 minutes.

It was good to use, too, with a well engineered head that can be adapted for M6 or M8 attachments and, uniquely among the small polishers, eight speed settings, plus an orbital adapter and a choice of sanding or polishing modes. It has a good weight to it, feels chunky and has a durable-feeling handle, which can be fitted to either side to suit the job. In kit form, it also gets two batteries, a charger, two pads and a carry case.

Sealey SV10.8 Series 75mm Cordless Polisher Kit 10.8V

Price: £71.94 **Battery size/life on test:** 2Ah/40 minutes
Speed settings: 2 **Rating:** ★★★★☆ **Contact:** *sealey.co.uk*

THE SV10.8 unit was another favourite of the three smaller hand-held polishers on test. It feels robust and reassuringly heavy, is easy to use, and while it has only two speed settings, we found that these were well judged and that the 75mm pads were perfect for polishing headlights and smaller areas of trim. A 40-minute battery life and the unit's compact size make it more suited to localised polishing, but it impressed us with its overall ability, sturdy handle and weighty, M6 spindle-mounted head.

SEALEY
SEALEY

Flex PE150-18

Price: £499.99 **Battery size/life on test:** 5.0Ah/still running after 1hr
Speed settings: 6 **Rating:** ★★★★☆ **Contact:** *halfords.com*

IT may be the priciest option in our test, but the Flex polisher comes with a comprehensive pack of accessories and a sturdy carrying case, plus two batteries giving you a total of around four hours of use.

It's as good as a hand-held polisher gets and would be our winner here if not for the price – the German machine feels weighty, is extremely smooth in use and worked especially well on our faded red car. The sturdy carry box makes it ideal for the mobile valeter – but this is very much a professional product.

FLEX
BRUSHLESS

Sealey SV20 Series 180mm Brushless Cordless Rotary Polisher 20V

Price: £284.34 **Battery size/life on test:** 4.0Ah/still running after 1hr **Speed settings:** 6 **Rating:** ★★★½☆ **Contact:** *sealey.co.uk*

WE were impressed by the Sealey's smoothness, sturdy handle and easily adjustable six-speed motor, while it also comes with a carry bag, battery and charger. However, the 180mm head is the largest here and while that's a blessing on flat panels, it can feel a bit clumsy on curves and contours. The SV20 also feels a bit too light – that makes it easy to carry, but less stable in use.

Nevertheless, the results were pretty good and despite having a smaller battery than some rivals, it was still running after an hour.

"THE DELCO IS SLIGHTLY CHEAPER THAN THE SIMILAR DUROFIX, BUT HAS ONLY TWO SPEEDS AND A SHORTER BATTERY LIFE"

AC Delco ARS1212A1PFG G12 Lithium-Ion 12V Cordless 75mm Mini Polisher

Price: £129.99 (kit)/£59.99 (body only) **Battery size/life on test:** 2Ah/40 mins
Speed settings: 2 **Rating:** ★★★½☆ **Contact:** *acdelco-tools.co.uk*

THE AC Delco ARS1212A1PFG feels chunky to hold and is visually very similar to our favourite small polisher from Durofix. The two brands are supplied by the same distributor and use identical batteries, heads and chargers. But while the AC Delco unit is cheaper than the Durofix and comes with the same accessories if you buy it as a kit, it has only two speeds and exhausted its battery faster than the Durofix.

DayPlus Cordless Car Polishing Machine

Price: £38.96 **Battery size/life on test:** 3.0Ah/ 37 mins **Speed settings:** 6 **Rating:** ★★★½☆
Contact: *temu.com/uk*

TEMU'S generic polisher is branded DayPlus and uses a very similar colour scheme to Draper's products, but there's no mistaking it for the British-born company's offering in terms of quality. That said, the unit performed perfectly well on test, and when evaluated on price it wasn't far behind its rivals, while the kit that comes with it is generous. The 3Ah battery packed up after 37 minutes of testing, though.

Verdict

IT may be one of the priciest options there is, but the Milwaukee polisher comes with a comprehensive pack of accessories and a sturdy carrying case, with two batteries giving you around four hours of use. It's as good as a hand-held polisher gets, so is our winner.

The Draper D20 is our choice for those on a lower budget, because it's almost as effective as the more expensive models, yet at a much more affordable price.

Out of the smaller polishers, the Durofix did a great job of restoring clarity to our headlights, yet was still effective at shining up body panels.

THE evo PODCAST

THE SECOND BEST SOUND IN AUTOMOTIVE

INSIGHTS | EXPERTISE | SPECIAL GUESTS

Search ‘the evo podcast’ on

68 DRIVER POWER FORD KUGA Verdict on Mk3 SUV
70 BUYER'S GUIDE AUDI Q8 The lowdown on coupé-SUV
72 3-CAR GARAGE £25K STARS MINI, Jag and Citroen

BUYING CARS

DON'T ASSUME ANYTHING

ELLIS HYDE

Auto Express's news reporter says do your homework and read the small print if you're to avoid nasty surprises when buying a new car

> "YOU NEED TO BE AS DILIGENT AS POSSIBLE DURING YOUR CAR-BUYING JOURNEY TO AVOID BEING LEFT BLINDSIDED POST PURCHASE"

TRYING not to make assumptions is a good rule for life in general, but it's a particularly helpful philosophy to stick to when you're looking for a new car – and will go a long way to help you avoid disappointment.

Case in point: the all-new, highly advanced Mercedes CLA is being billed as a potential game-changer in the world of electric cars, with the company's website claiming that the super-sleek saloon can add up to 200 miles of range in just 10 minutes of charging, among other incredibly impressive feats.

However, as we recently discovered (Issue 1,882), the electric 'CLA with EQ Technology' currently isn't compatible with the vast majority of the UK's rapid chargers, which is a potentially major problem that the fine print on Merc's website carefully tries to skirt around. And I highly doubt the salespeople working on commission will rush to admit this issue to potential customers, which means drivers may only discover this after they've brought the car, or in the absolute worst case scenario, after running low on juice in the middle of the night!

A less catastrophic (but still pretty annoying) issue my sister had to deal with recently is that her brand-new £30k MINI Cooper – an otherwise excellent car – bafflingly doesn't come with adaptive high-beam headlights as standard.

This wouldn't be that much of an issue in itself, but it turns out that on a MINI you *can* activate adaptive high beams – quite a basic feature that most people would expect all modern premium cars to have – if you're willing to pay a subscription of up to £70 per year, or a £150 one-off fee. New BMW customers will have shared her bewilderment, because many of them also have to pay a subscription for this feature – and various others – on their cars, but for them it costs even more.

Even floor mats, one of the most basic, cheapest bits of equipment you'd expect a car to come with, aren't always offered as standard, as one of my colleagues' parents learned when dealing with a particularly tight salesperson. In short, you need to be as diligent as possible and not take anything for granted during your car-buying journey to avoid being left blindsided or feeling baffled. Even the simplest question could make all the difference, so don't be afraid to ask away.

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CAR

> "It's a beautifully designed car with a really impressive paint finish and durable materials inside and out."

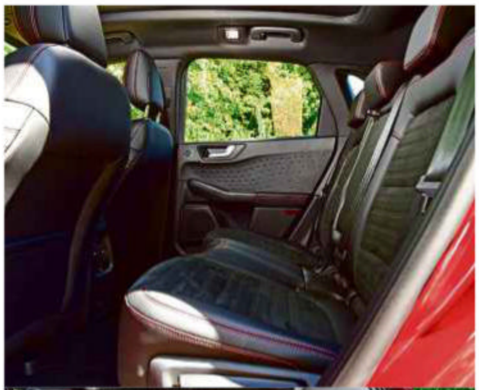
> "The ride quality is very poor. It's uncomfortable and choppy, and there's also lots of road noise."

MPG AND RUNNING COSTS

YOU SAID "These compare well with rivals. Insurance is very competitive and service costs are low thanks to an interval of two years or 18,000 miles."

37th POSITION Ford Kuga M

USED PRICES FROM: £12,000 **YEARS:** 2020 to present **CO$_2$:** 123-130g/km **FUEL ECONOMY:** 57-60mpg (1.5 EcoBlu

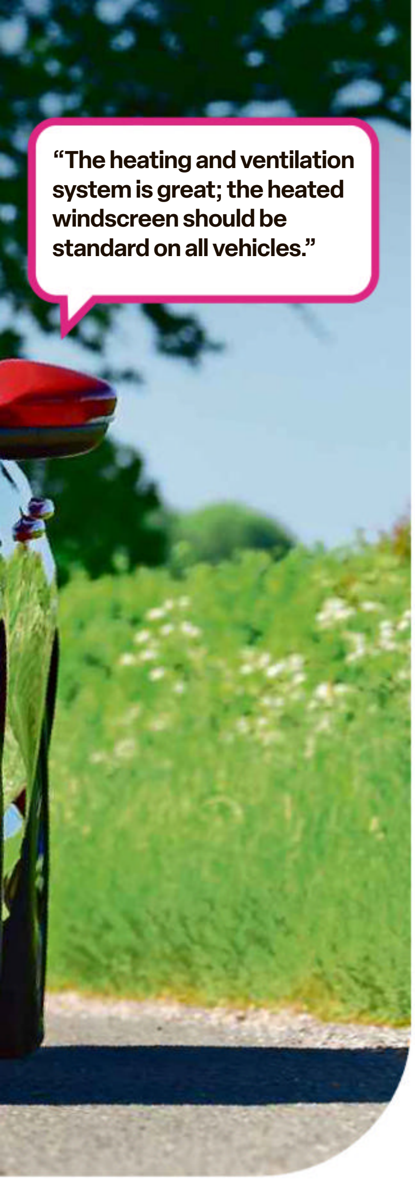


RIDE AND HANDLING

YOU SAID "My Mk3 offers a much better driving experience than my previous Kuga Mk2. For an SUV, all of the dynamic aspects are genuinely outstanding. It's truly a driver's vehicle."

INTERIOR AND COMFORT

YOU SAID "It's very comfortable, even on really long journeys. High-quality materials have been used for the seats, which are also very supportive. The cabin design is great, with a premium feel."



“The heating and ventilation system is great; the heated windscreen should be standard on all vehicles.”

Richard Dredge

FORD’S third-generation Kuga arrived more than five years ago, with petrol, diesel, hybrid and plug-in hybrid options, and sharing a platform with the Focus hatchback. It has aged pretty well; the fact that it’s in our survey puts it ahead of several rivals, although there are quite a few compact SUVs that fare better including the Toyota RAV4 Mk5, the Mazda CX-5 Mk2 and SEAT Ateca.

The Kuga manages just three top 10 places: how easy it is to deactivate the safety features and all-round visibility both rank 10th, with the gearbox smoothness in sixth. Even top 20 places are few and far between. Smartphone connectivity comes 15th with navigation one place behind, and rear-seat legroom is rated 17th.

There are plenty of mid-table scores, such as 26th for acceleration and 23rd for the brakes, while seating versatility and the heating and ventilation system are both ranked 27th by owners.

The Kuga’s lowest scores are for the quality of its cabin, the availability of interior storage spaces and the overall quality, all of which rank 46th. Servicing costs are just one place ahead of this, in 45th, while the number of safety features fitted is ranked 44th by owners.

Mk3

e) **BEST OPTIONS:** Winter Pack, opening glass roof

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars.

WHAT DO YOU LIKE?

“Visibility is good all round, with an unobstructed view that’s even better with the rear-facing camera.”

“The controls used most frequently are physical, and can be altered with minimal fuss while driving.”

“It’s very comfortable to drive. We can go for long distances without feeling tired or uncomfortable.”

“You would have to try hard to crash this car. The safety systems work really well and provide great reassurance.”

WHAT DON’T YOU LIKE?

“The front seats are really uncomfortable. They are far too hard, so there’s plenty of room for improvement.”

“There are lots of cheap and scratchy materials inside. The centre console looks and feels really cheap.”

“The touchscreen can be laggy and freezes or resets from time to time. Some of the switches feel cheap.”

“Although nothing major has gone wrong, the quality of my Kuga inside and out leaves a lot to be desired.”

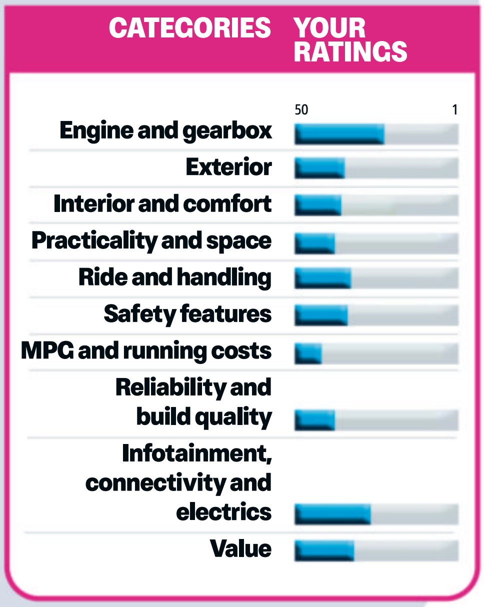
86.23%

OVERALL SCORE

PRACTICALITY AND SPACE

YOU SAID “The glovebox is a decent size, and there are plenty of other storage spaces, including several cup-holders. The back seats are easy to fold down to increase capacity, and they can also slide back and forth to boost space further.”

Bars show where model finished out of 50 vehicles in our 2024 new-car survey. The longer the bar the better



SCAN THE CODE TO TAKE THE SURVEY

Tell us about your car and you could be in with a chance of winning a £100 Amazon voucher

USED BUYER'

FROM £30,000 Audi's large coupé-SUV will get you to your destination in comfort and style

Richard Dredge

EVER since Germany's premium brands embraced the full-sized SUV more than two decades ago, there's been a constant battle to produce something bigger, faster and more luxurious than what has gone before. Just when you think we've reached the pinnacle, along comes a new contender, and in the case of Audi it's the Q8, which is essentially a coupé version of its Q7.

Big, extravagant, fast and expensive, it's a car that's glorious to own, but comes at a price. Not to be confused with the recently axed Q8 e-tron EV – launched as the e-tron and a separate model range as far as we're concerned – the Q8 is an impressive flagship for Audi.

HISTORY

THE Q8 first hit the UK in summer 2018 with a 282bhp 3.0 TDI diesel engine featuring mild-hybrid tech. At the start of 2019 the 55 TFSI arrived with a 3.0-litre V6 petrol engine, then in summer 2019 a 429bhp 4.0 V8 TDI option went on sale, marketed as the SQ8. For those wanting even more, the RS Q8 appeared in spring 2020 with a 592bhp twin-turbo 4.0-litre V8 petrol engine.

Reflecting changing tastes, from summer 2020 the SQ8 featured a 500bhp 4.0 TFSI engine powered by petrol. Then just a few months later came the 375bhp 55 TFSI e quattro and 455bhp 60 TFSI e quattro plug-in hybrids; the latter was axed at the end of 2021.

A facelift for the regular models late in 2023 brought a refreshed exterior with matrix LED headlights and extra colours. Then in summer last year, the RS Q8 was facelifted and the 631bhp RS Q8 Performance was added at the top of the range.

WHICH SHOULD I BUY?

THE diesel and plug-in hybrid editions are really all you need; even the entry-level 3.0 TDI can manage 0-62mph in 6.3 seconds and has a 144mph maximum speed, with decent in-gear acceleration to match. The SQ8 and RS Q8 are impressive but offer little extra in the real world, yet they come with much higher running costs.

RUNNING COSTS

AS you'd expect, the Q8 is expensive to run. Virtually all variants are in insurance group 50, with just a few diesels in group 48. All Q8s are subject to the road tax supplement, which means £620 each year until the car's sixth birthday. Fuel bills will also be steep, although the plug-in hybrids can return excellent economy depending on your style of driving.

Maintenance is costly too, with an oil change pegged at £325. Add an inspection and this jumps to £565; there's a choice of fixed (12 months/9,300 miles) or variable (two years/18,600 miles) schedules, with the latter set as the default option from the factory.

PRICES

ALMOST three-quarters of the Q8s for sale are diesels; virtually all of the rest are 55 TFSI petrol editions, while plug-in hybrids are very rare. Expect to spend at least £30,000 to buy a Q8; this secures an early 3.0 TDI with 100,000 miles on the clock. Limit the mileage to 60,000 and you'll need to pay at least £5,000 more; if you want a petrol model, you'll have to spend at least £40,000 for a 50,000-mile 55 TFSI, while plug-in hybrids cost from £45,000.

The SQ8 is rare, but is priced from around £48,000 for a diesel edition that's done 70,000 miles; petrol SQ8s start at £52,000. The RS Q8 is surprisingly readily available – far more so than the SQ8 – and prices start at £65,000 for an example that's covered around 60,000 miles.

ON THE ROAD

THE Q8 weighs roughly 2.5 tonnes, and there's only so much that Audi could do to disguise this. However, thanks to the standard air suspension and a choice of modes, you can pick what works best for you in terms of the balance between ride and handling, bearing in mind that the steering offers very little feedback.

Refinement is impressive and all Q8s have an automatic transmission, so this is certainly a car best suited to long-distance motorway drives, as you'd expect of an SUV this size.

BUY THROUGH AUTO EXPRESS!
Scan the code to check out a selection of used Q8s

✓CHECKLIST

TOWING

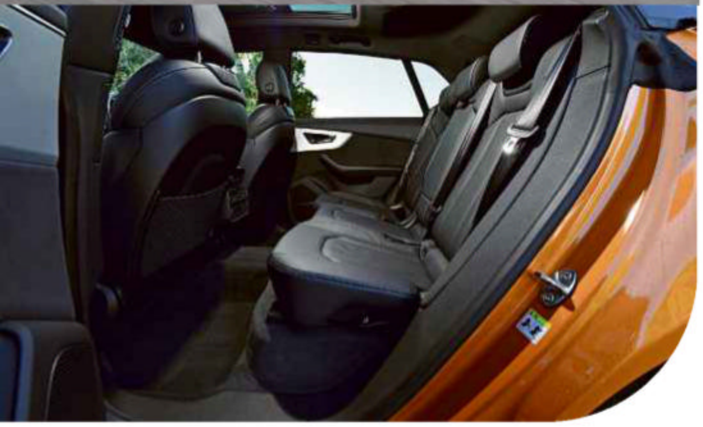
There's great news if you want to tow, because all versions are capable of pulling up to 3,500kg, which covers even the biggest caravans.

BRAKES

Some owners have had problems with their brakes emitting grinding or squealing sounds. New discs and/or pads can fix things, but not necessarily permanently.

S GUIDE Audi Q8

ON THE ROAD Even the base 3.0 TDI can go from 0-62mph in 6.3 seconds, but the Q8 is more suited to motorways than twisty B-roads



RECALLS

AUDI has recalled the Q8 seven times so far. Poorly made shock absorber forks were behind the first recall, in February 2019; the second came in March 2020 because the steering column of some cars hadn't been tightened correctly.

Gearbox oil leaks were the reason for recall three, in May 2020; the fourth campaign was launched in June 2021 because sub-standard retaining nuts were fitted in the rear suspension. This led to the fifth recall, in February 2022; that fix on the rear suspension could lead to the wheel alignment being out.

Faulty front seat frames led to recall six, in November 2023, while airbag glitches caused the latest recall campaign, issued in January last year.

ALTERNATIVES

THE Q8's greatest rival is arguably the Audi Q7. It shares much with the Q8, but it's more practical with three rows of seats as standard.

If five seats are all you need, the Range Rover Sport might fit the bill; it was our 2023 Large Premium SUV of the Year, with a luxurious cabin and superb abilities on and off road. The BMW X6 was the original coupé-SUV, and the third generation (from 2020) is the most accomplished.

While the X6 is good to drive, the Porsche Cayenne Coupé is the class leader dynamically, plus it has a superb interior. Other rivals include the Mercedes GLE, Maserati Levante and Volkswagen Touareg.

DRIVER POWER

THE Q8 hasn't appeared in our surveys, but there were three Audis in the latest poll. The A5 Mk2 came 38th out of 50, the A1 Mk2 managed 43rd, while the A4 Mk5 was 44th. So no spectacular results for Audi, and this is backed up by a 27th place out of 32 in our Brands survey.

ONLINE VALUATION TOOL

To check prices on a specific model head over to our valuation tool.

PHEV RANGE

At first the 55 TFSI e had a 17.8kWh battery, but from spring 2024 it was upgraded to 25.9kWh. This boosted the electric range from a claimed 28 miles to 51 miles.

COMMON ISSUES

The Q8's rarity means faults are hard to pin down, but owners' forums contain a few tales of woe focused on the electronics, many of them software related. So check that absolutely everything works.

INTERIOR

FOR a long time now, Audi has produced high-tech cabins that also tend to be easy to live with. There's an element of technical overload with the Q8, but it looks very premium with its two digital displays and expensive materials, while the instrumentation is also digital, and much of the switchgear is touch-sensitive.

The sharply sloping tailgate means there's no space for a third row of seats, so all Q8s are strictly five-seaters, yet whichever row you're in there's no shortage of head or legroom, with plenty of seat adjustment available up front. As you'd expect, the boot capacity isn't limited, either; 605 litres is ample, but way behind the Q7's 770 litres. Drop the Q8's back seats and this rises to hefty 1,755 litres.

VERDICT ★★★★☆

THE Q8 is compromised in a few key ways. It's costly to buy and run, and not especially engaging to drive, plus it's also not quite as practical as it should be for its size. But it's incredibly refined, packed with all of the latest comfort and safety tech, has a roomy cabin, and is effortless to drive on even the longest journeys.

Even at this end of the market there's no such thing as the perfect car, with the Q8's rivals all open to criticism. However, while we like the Audi, if you're buying a premium XXL coupé-SUV, we'd check out a few of those alternatives before you decide.

CITROEN C4 CACTUS £6,990

1

WE think the original C4 Cactus deserves more love than it gets because it was a real statement of intent from Citroen. We've gone for the pre-facelift model because its styling, including the door Airbumps, was toned down on the updated version.

A kerbweight of fractionally more than a tonne means the C4 Cactus is great on fuel and, despite having just 82bhp, it'll be nippy enough around town. This low-mileage example we found is in the more subtle black paint, although there are plenty of more colourful versions to choose from on the Auto Express used-car marketplace.

If you have just missed out on this Citroen C4 Cactus, scan the QR code to find more crossover listings from Auto Express's network of trusted dealers.

"The C4 Cactus weighs just over a tonne, which means it's great on fuel and is nippy enough around town"

3 CAR GARAGE

£25k for a Citroen C4 Cactus, Jaguar XE and MINI Cooper S

By Alastair Crooks

DO you appreciate good automotive design? Then look no further than this trio we've found among the Auto Express used-car classifieds. Even with a budget of £25,000, there's some French flair to go with two of the very best from Britain – and together they'll be able to cover most people's needs.

A practical crossover, svelte executive saloon and rorty hot hatch could be yours for less than £25,000 thanks to the Auto Express used-car classifieds

JAGUAR XE
£10,995

2

IT took Jaguar a fair few years to take the fight to the usual German suspects following the demise of the X-Type in 2009, but it got there eventually with the widely lauded XE.

The most appealing attribute of the XE is the way it drives – it can certainly keep up with a BMW 3 Series on a B-road, regardless of what's under the bonnet – and its cabin is also a lovely place to be, with an interior that seems to have hardly aged. This Prestige trim level adds plenty of goodies: there's a sunroof, eight-way adjustable, heated leather front seats, dual-zone climate control and a brushed-aluminium dash.

If you're not a fan of this Jaguar XE, then there are plenty of other saloons and estate cars available in the Auto Express classifieds. Just scan this QR to browse the offerings.

"The most appealing attribute of the XE is the way it drives, whichever engine there is under the bonnet"

MINI
COOPER S
£6,999

3

YOU can't do much better than the MINI Cooper S for grin-inducing driving manners. It's a real hoot for B-road blasts.

This example we found is from two generations ago, although the retro styling still looks incredibly fresh – some may even say better than the current car's. This model has also done fewer than 60,000 miles, and given that it's the special-edition 'Bayswater' model, with its unique decals and paint, it's likely to have been cherished during its life.

If this Cooper S is already sold, there's a huge range of other MINIs for sale right now through Auto Express, from the entry-level Cooper to the big Countryman.

"It might be from two generations ago, but this MINI's retro styling still looks incredibly fresh"

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanical parts. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, with cars falling into 13 bands as follows:

0g/km: £10 **1-50g/km:** £110 **51-75g/km:** £130 **76-90g/km:** £270 **91-100g/km:** £350 **101-110g/km:** £390 **111-130g/km:** £440 **131-150g/km:** £540 **151-170g/km:** £1,360 **171-190g/km:** £2,190 **191-225g/km:** £3,300 **226-255g/km:** £4,680 **255g/km and above:** £5,490

After 12 months, it's the owner's responsibility to tax their vehicle. All cars are now levied at the same rate whether they're electric, hybrid, petrol or diesel. The standard rate is £195, while cars costing more than £40,000 face an additional levy that increases the annual rate to £620. After five years, these models revert to the lower rates.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles and expire after six years.

PICK-UP TRUCKS: The models listed here pay a flat rate of road tax, at £355 per year.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£29975
42kWh (152) auto 500e Turismo	157	7.0	0	23	£33975

500C: add £3000

695 - 3657x1627mm
Euro NCAP: N/A **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 T-Jet (180) 75th Anniversario	39.2	6.7	162	35	£32195

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36975
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39875

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£42325
2.0T (280) auto Veloce	38.2	5.7	167	34	£47325
2.0T (280) auto Tributo	38.2	5.7	167	34	£50925
2.9 V6TT (520) auto Quadrifoglio	27.7	3.9	231	46	£86885

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Ibrida	58.9	8.9	109	N/A	£28100
54kWh (156) auto Junior	247	9.0	0	23	£33895
54kWh (156) auto Speciale	254	9.0	0	23	£35695
54kWh (280) auto Veloce	200	6.0	0	34	£42295

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£37405
1.5T Hybrid (160) auto Veloce	48.7	8.8	130	29	£42405
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£44585
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£49585

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	191	30	£50400
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£55400
2.0T (280) auto AWD Tributo	32.1	5.7	199	30	£59000
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£95890
2.2D (210) auto AWD Sprint	46.3	6.6	160	30	£47030
2.2D (210) auto AWD Veloce	46.3	6.6	160	30	£52030
2.2D (210) auto AWD Tributo	44.1	6.6	167	30	£55630

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£69350
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£70250

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (634) auto Gran Coupe	23.9	3.3	268	50	£191300

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£169645

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	27	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	29	£36000
52kWh (220) auto A290 GTS	226	6.4	0	29	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	152	44	£55160
1.8T (300) auto A110 GT	41.5	4.2	154	44	£66170
1.8T (300) auto A110 S	40.9	4.2	156	46	£68170
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£92710

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£205000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£191000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£204500

Vanquish - 4850x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (835) auto Vanquish	20.7	3.3	312	50	£334000
5.2 V12TT (835) at Vanquish Volante	N/A	3.4	N/A	50	£361000

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£24030
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25980
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£25070
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£27020
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24765
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26715
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25805
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27755
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28780

Black Edition: add £2275 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£29725
1.5 (116) 30 TFSI S line	48.7	9.7	133	18	£32105
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	16	£31275
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£33555
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30780
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£33160
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£32285
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34565
1.5 (204) 40 TFSI e auto Sport	941.6	7.4	7	25	£39290
1.5 (204) 40 TFSI e auto S line	706.2	7.4	9	26	£41570
2.0 TFSI (333) quat at S3 Black Ed	33.6	4.7	191	33	£48055
2.5 TFSI (400) quattro auto RS 3	30.4	3.8	211	36	£61190
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	23	£34185
2.0 (150) 35 TDI auto S line	55.4	8.1	134	24	£36565

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	52.3	9.7	124	18	£30300
1.5 (116) 30 TFSI S line	49.6	9.7	129	18	£32580
1.5 (116) 30 TFSI auto Sport	54.3	9.9	119	17	£31850
1.5 (116) 30 TFSI auto S line	52.3	9.9	123	18	£34130
1.5 (150) 35 TFSI Sport	51.4	8.4	125	22	£31300
1.5 (150) 35 TFSI S line	49.6	8.4	130	22	£33580
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	23	£32850
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	23	£35130
2.0 TFSI (333) quat at S3 Black Ed	35.3	4.7	183	33	£48065
2.5 TFSI (400) quattro auto RS 3	31.0	3.8	207	36	£62190
2.0 (150) 35 TDI auto Sport	58.9	8.1	125	24	£34750
2.0 (150) 35 TDI auto S line	56.5	8.1	131	24	£37030

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	23	£42660
2.0 TFSI (150) auto S line	41.5	9.8	154	24	£44810
2.0 TFSI (204) auto Sport	42.2	7.8	155	30	£45000
2.0 TFSI (204) auto S line	41.5	7.8	155	31	£47150
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	42	£68730
2.0 TDI (204) auto Sport	58.9	7.7	127	32	£47200
2.0 TDI (204) auto S line	58.9	7.7	127	32	£49350
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	34	£48775
2.0 TDI (204) quattro auto S line	55.4	6.9	133	34	£50925

Edition 1: add £5000 to S line

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	24	£44560
2.0 TFSI (150) auto S line	40.9	9.8	157	24	£46710
2.0 TFSI (204) auto Sport	41.5	7.8	157	30	£46900
2.0 TFSI (204) auto S line	40.9	7.8	159	31	£49050
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	43	£70600
2.0 TDI (204) auto Sport	57.6	7.7	129	32	£49100
2.0 TDI (204) auto S line	57.6	7.7	130	32	£51350
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	34	£50675
2.0 TDI (204) quattro auto S line	55.4	6.9	135	34	£52825

Edition 1: add £5000 to S line

A6 - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (299) 50 TFSI e quat auto Sport	256.8	6.2	27	27	£60010
3.0 V6 TDI (344) quat at S6 Black	40.4	5.0	184	44	£74620

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition

A6 Avant - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 TFSI (600) quattro at RS 6 perf	22.4	3.6	286	50	£120165
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	189	44	£76990

Vorsprung: add £14400 to S6 Black Edition **Carbon Black:** add £8950 to RS 6 **Carbon Vorsprung:** add £17400 to RS 6

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	384	6.0	0	43	£62530
83kWh (326) auto S line	383	6.0	0	43	£66030
100kWh (380) auto Sport perf	464	5.4	0	44	£69930
100kWh (380) auto S line perf	463	5.4	0	44	£73430
100kWh (462) quattro auto Sport	440	4.5	0	48	£75030
100kWh (462) quattro auto S line	439	4.5	0	50	£78530
100kWh (551) quattro at S6 Edition 1	407	3.9	0	50	£97530

Edition 1: add £5000 to S line

A6 Avant e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	364	6.0	0	43	£64330
83kWh (326) auto S line	362	6.0	0	43	£67830
100kWh (380) auto Sport perf	437	5.4	0	44	£71730
100kWh (380) auto S line perf	436	5.4	0	44	£75230
100kWh (462) quattro auto Sport	418	4.5	0	48	£76830
100kWh (462) quattro auto S line	415	4.5	0	50	£80330
100kWh (551) quattro at S6 Edition 1	391	3.9	0	50	£99330

Edition 1: add £5000 to S line

A7 Sportback - 4969x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	177	40	£61280
2.0 (204) 40 TDI quat auto Sport	48.7	7.0	152	40	£59020

S line: add £2300 to Sport
Black Edition: add £2800 to S line

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (680) quattro auto S	375	3.4	0	50	£107770
105kWh (857) quattro auto RS	368	2.8	0	50	£126370
105kWh (857) quat at RS Carbon Bl	369	2.8	0	50	£138870
105kWh (925) quat at RS perf	365	2.5	0	50	£142870
105kWh (925) quat at RS perf Carbon	365	2.5	0	50	£155370

Vorsprung: add £22900 to S, add £11000 to RS Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at Sport	31.0	5.6	206	29	£86645
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£94430
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£98430
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£116485
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£83910
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£87910

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (116) 30 TFSI Sport	49.6	10.5	131	14	£29765
1.0 (116) 30 TFSI S line	47.9	10.5	134	14	£32215
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£31575
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£34025
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£33125
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£35575
2.0 TFSI (300) quat at SQ2 Black Ed	34.4	4.9	186	37	£46820

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	43.5	9.5	148	24	£34480
1.5 (150) 35 TFSI S line	43.5	9.5	148	24	£37240
1.5 (150) 35 TFSI auto Sport	43.5	9.4	148	24	£36060
1.5 (150) 35 TFSI auto S line	43.5	9.4	148	24	£38820
2.0 (190) 40 TFSI quattro at S line	34.9	7.3	184	31	£41745
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	196	35	£44200
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	31	£44550
2.0 (150) 35 TDI auto Sport	52.3	9.3	142	25	£37660
2.0 (150) 35 TDI auto S line	52.3	9.3	142	25	£40420
2.0 (200) 40 TDI quattro at S line	42.8	7.3	174	25	£42845

Black Edition: add £2050 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36040
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£38390
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£37620
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£39970
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£42895
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£45350
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	32	£45700
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£38810
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£43995

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	215	9.0	0	N/A	£48475
82kWh (286) 45 e-tron auto Sport	342	6.7	0	36	£51270
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52700
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57650

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	221	9.0	0	N/A	£49525
82kWh (286) 45 e-tron auto Sport	351	6.7	0	36	£52770
82kWh (286) 45 e-tron qt at Sport	327	6.6	0	37	£54200
82kWh (340) 55 e-tron qt at Sport	327	5.4	0	39	£59150

S line: add £2550
Black Edition: add £4800

Q5 - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	191	31	£49415
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	191	31	£51565
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	35	40	£55105
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	35	41	£57255
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	165	31	£48210
2.0 (204) 40 TDI quattro at S line	44.8	7.6	165	31	£50775
3.0 V6 TDI (341) quat at SQ5 Black	34.9	5.1	213	N/A	£65865

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q5 Sportback - 4663x1893mm

Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (367) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68315

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto S line	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£66475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro at Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70005
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£75520
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£120550
4.0 V8 TFSI (640) quat at RS Q8 perf	21.2	3.6	295	50	£135550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£239000

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£172600
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£195000
4.0 V8TT (550) auto	23.5	4.5	294	50	£172600
4.0 V8TT (550) auto S	21.7	4.5	294	50	£201500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (680) auto GT	N/A	3.7	N/A	50	£202400
4.0 V8 Hybrid (782) at GT Conv	N/A	3.9	N/A	50	£222600
4.0 V8 Hybrid (782) auto GT Speed	217.3	3.2	29	50	£251000
4.0 V8 Hybrid (782) at GT Spd Conv	201.8	3.4	31	50	£272100

BMW

Dealers: 192 Warranty: 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£34650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

3 Series - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£85715
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46985
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	33	34	£48535
2.0T PHEV (292) a 330e xD M Spt	188.3	5.8	34	34	£49785
2.0 (190) auto 320d Sport	58.9	6.9	127	30	£43200
2.0 (190) auto 320d M Sport	57.6	6.9	129	30	£44500
3.0 (340) auto M340d xDrive	47.1	4.6	158	42	£56420

3 Series Touring - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0TT (510) at M3 Comp xDrive	27.4	3.6	233	41	£87945
2.0T PHEV (292) auto 330e Sport	201.8	5.8	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£50035
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	34	£50335
2.0T PHEV (292) a 330e xD M Spt	176.6	5.8	36	34	£51585
2.0 (190) auto 320d Sport	56.5	7.2	132	30	£45050
2.0 (190) auto 320d M Sport	55.4	7.2	133	30	£46300
3.0 (340) auto M340d xDrive	45.6	4.7	163	42	£61220

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDriv35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59365
80.7kWh (340) at eDriv40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£70900

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113405

M Sport Pro: add £3000 to M Sport

i**5** - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67695
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74105
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£69945
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76355
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£99995

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105510
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110010
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121085

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101765
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106265
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115735
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120235
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164320

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£81490
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£113545
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£139745

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£34055
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£36840
2.0T PHEV (245) at 225e xDrv Spt	353.1	6.7	19	27	£40070
2.0T PHEV (326) at 230e xDr M Sp	353.1	5.5	19	33	£46680

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	32	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	38	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	42	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	33	£49785

M Sport: add £1800 to xLine

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100.6kWh (408) at xDrive45 Sport	374	5.1	0	47	£75315
100.6kWh (408) at xDrive45 M Sport	367	5.1	0	47	£78315
111.5kWh (544) at xDrive60 M Sport	426	4.6	0	50	£93115
111.5kWh (659) auto xDrive M70	365	3.8	0	50	£114215

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£92160
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£116910
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£93245

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	33	50	£110840
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150380
4.4 V8TT PHEV (748) auto Label	166.2	3.8	44	50	£174440

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£38980
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£43315
3.0TT (374) auto M240i xDrive	34.4	4.3	185	37	£49970
3.0TT (480) M2	28.0	4.2	229	42	£70630
3.0TT (480) auto M2	29.1	4.0	221	42	£68705

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£45195
3.0TT (374) auto M440i xDrive	36.2	4.5	177	40	£62880
3.0TT (530) auto M4 Comp xDrive	28.0	3.5	228	44	£91650
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£122685

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	155	33	£52690
3.0TT (374) auto M440i xDrive	34.4	4.9	184	43	£69555
3.0TT (530) auto M4 Comp xDrive	27.4	3.7	232	46	£95655

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	191	45	£87030
4.4 V8TT (530) auto M850i xDrive	26.6	3.9	242	50	£120135
4.4 V8TT (625) at M8 Competition	25.0	3.2	259	50	£145450

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	32.8	5.5	195	48	£94030
4.4 V8TT (530) auto M850i xDrive	26.2	4.1	247	50	£127315
4.4 V8TT (625) at M8 Competition	24.6	3.3	263	50	£152450

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£46510
3.0TT (340) M40i	32.5	4.6	197	38	£65710
3.0TT (340) auto M40i	35.3	4.5	180	38	£59275

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
44.9kWh (95) auto Active	211	N/A	0	23	£26195
44.9kWh (95) auto Boost	193	N/A	0	31	£27195
60.4kWh (204) auto Comfort	265	7.0	0	33	£30195
60.4kWh (204) auto Design	265	7.0	0	33	£31695

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£96680
5.5 V8TT (646) auto Z06	17.1	3.1	377	50	£176991

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	52.0	10.6	128	N/A	£18305
1.2 Hybrid (110) auto Plus	56.5	9.8	114	N/A	£20115
1.2 Hybrid (110) auto Max	56.5	9.8	114	N/A	£21815
44kWh (113) auto Plus	199	10.4	0	N/A	£22095
44kWh (113) auto Max	198	10.4	0	N/A	£23795

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	50.7	9.4	134	19	£23750
1.2 PureTech (130) auto Max	50.7	9.4	135	19	£25640
1.2 Hybrid (100) auto You!	62.1	10.7	107	16	£22595
1.2 Hybrid (136) auto Plus	62.1	8.0	107	23	£25035
1.2 Hybrid (136) auto Max	62.1	8.0	107	23	£26925
50kWh (136) auto You!	219	10.0	0	21	£27650
50kWh (136) auto Max	219	10.0	0	22	£28715
54kWh (156) auto Max	257	9.2	0	23	£31505

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	62.1	8.0	106	24	£25035
1.2 Hybrid (136) auto Max	62.1	8.0	107	24	£26925
50kWh (136) auto Plus	222	10.0	0	23	£28715
54kWh (156) auto Max	263	9.3	0	23	£31505

E-Series: add £1160 to e-C4 Max

C5 X - 4805x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	47.3	10.4	139	20	£31355
1.2 PureTech (130) auto Max	47.3	10.4	140	20	£33695
1.2 Hybrid (136) auto Plus	58.8	9.7	116	23	£32615
1.2 Hybrid (136) auto Max	58.8	9.7	116	23	£34995
1.6 PureTech PHEV (225) auto Plus	269.5	7.9	32	31	£39555
1.6 PureTech PHEV (225) auto Max	269.5	7.9	33	31	£41895

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	44.7	11.2	154	12	£23355
1.5 BlueHDi (130) auto Plus M	51.9	11.7	152	15	£27055
1.5 BlueHDi (130) auto Max M	51.9	11.7	153	15	£29570
52kWh (136) auto Plus M	212	9.9	0	20	£31240
52kWh (136) auto Max M	211	9.9	0	21	£33755
52kWh (136) auto Plus XL	206	9.9	0	21	£32140

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	29.8	10.6	208	N/A	£55395
50kWh (136) auto You! M	136	13.1	0	30	£38150
50kWh (136) auto You! XL	134	13.1	0	31	£39050
75kWh (136) auto You! M	214	13.1	0	31	£43550
75kWh (136) auto You! XL	214	13.1	0	32	£44450

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	N/A	£20605
1.2 Hybrid (136) auto Plus	57.4	10.1	121	N/A	£24065
1.2 Hybrid (136) auto Max	57.4	10.1	121	N/A	£26065
44kWh (113) auto Plus	188	12.9	0	N/A	£23095
44kWh (113) auto Max	188	12.9	0	N/A	£25095

Seven seats: add £765 to 1.2

C5 Aircross - 4500x1969mm
Euro NCAP: ★★★★★ **Driver Power:** 9th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	53.3	10.2	127	18	£28505
1.2 Hybrid (136) auto Max Edition	53.3	10.2	128	18	£33145
1.6 PureTech PHEV (225) at Max Ed	220.9	8.2	33	28	£37630
1.5 BlueHDi (130) auto Plus	54.1	10.6	144	19	£27780
1.5 BlueHDi (130) auto Max Edition	54.1	10.6	144	19	£32420

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Terramar - 4519x1863mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£13795
1.0 TCe (90) Expression	53.3	12.2	119	14	£14795
1.0 TCe (90) Journey	53.3	12.2	119	14	£15795
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£17295
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£13795
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£14795
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£15795

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£15295
1.0 TCe (90) Expression	50.4	12.0	127	10	£16295
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19145
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£15295
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£16295
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1848mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18295
1.0 TCe (110) Expression	48.7	11.2	132	13	£19595
1.0 TCe (110) Extreme	48.7	11.2	132	13	£20595
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£22995
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£23995

Spring - 3701x1583mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£18745
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21245
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£23445
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24245

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

Bigster - 4570x1812mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 TCe (140) Expression 4x2	52.3	9.8	122	24	£24995
1.2 TCe (130) Expression 4x4	47.1	11.2	134	24	£27195
1.6 Hybrid (140) at Expression 4x2	61.4	9.7	105	24	£27995

Journey: add £1250 to Expression (not TCe 130) **Extreme:** add £1500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	62.1	9.2	112	21	£32580
1.2 Hybrid (136) auto Pallas 55	62.1	9.2	112	21	£33380
1.2 Hybrid (136) auto Etoile	62.1	9.2	112	21	£34520
54kWh (155) auto E-Tense Pallas	248	9.0	0	29	£39210
54kWh (155) auto E-Tense Etoile	245	9.0	0	31	£41150

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£34630
1.2 Hybrid (136) auto Pallas 55	54.3	10.4	117	20	£35730
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£37430
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£35720
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£38070

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56310
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64910

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) auto Etoile	220.9	8.9	33	35	£52380
1.5 BlueHDi (130) auto Pallas	53.3	10.7	146	27	£40580
1.5 BlueHDi (130) auto Etoile	53.3	10.7	146	28	£44600

No. 8 - 4820x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
74kWh (230) auto Pallas	364	7.7	0	N/A	£50790
74kWh (230) auto Etoile	364	7.7	0	N/A	£54790
97.2kWh (245) at Pallas Long Range	471	7.8	0	N/A	£54690
97.2kWh (245) at Etoile Long Range	471	7.8	0	N/A	£59290
97.2kWh (350) at Etoile AWD Long	431	5.4	0	N/A	£63290

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Grande Panda - 3999x1763mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3632x1900mm
Euro NCAP: ★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
24kWh (95) auto	118	9.5	0	16	£24975
24kWh (95) auto (Red)	118	9.5	0	16	£24975
42kWh (118) auto	202	9.0	0	17	£27975
42kWh (118) auto (Red)	202	9.0	0	17	£27975
42kWh (118) auto La Prima	196	9.0	0	18	£30975
42kWh (118) auto Armani Edition	192	9.0	0	18	£33975

500C: add £6000

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24555
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27555
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25555
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28555
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28730
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29560
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31760
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30580
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31410
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33610
2.3T EcoBoost (280) ST	35.3	5.7	183	27	£38800
2.3T EcoBoost (280) ST Edition	35.3	5.7	183	27	£44000
2.3T EcoBoost (280) auto ST	35.8	5.7	182	27	£40250

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Focus Estate - 4693x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.4	120	13	£29890
1.0T EcoBoost (125) ST-Line	54.3	10.4	124	13	£30720
1.0T EcoBoost (125) Active X	54.3	10.4	125	13	£32920
1.0T EcoBoost (155) auto Titanium	53.3	8.6	121	17	£31740
1.0T EcoBoost (155) auto ST-Line	53.3	8.6	124	17	£32570
1.0T EcoBoost (155) auto Active X	53.3	8.6	127	17	£34770
2.3T EcoBoost (280) ST	35.3	5.8	183	27	£38800
2.3T EcoBoost (280) auto ST	35.8	5.8	182	27	£40250

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£26580
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£27480
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£28380
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£29280
1.0T EcoBoost (155) auto ST-Line X	49.6	8.7	129	17	£31580
1.0T EcoBoost (170) auto ST	47.9	7.4	135	21	£33880
1.0T EcoBoost (170) at ST Handling	47.9	7.4	135	21	£34930
53kWh (168) auto Gen-E Select	233	8.0	0	N/A	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	N/A	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	233	8.7	0	19	£39285
52kWh (170) auto Premium	221	8.7	0	20	£43985
77kWh (286) auto Select	374	6.4	0	28	£45885
77kWh (286) auto Premium	354	6.4	0	29	£49985
79kWh (340) auto Premium AWD	329	5.3	0	32	£53985

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	242	8.7	0	20	£41485
52kWh (170) auto Premium	231	8.7	0	21	£46185
77kWh (286) auto Select	389	6.4	0	29	£48085
77kWh (286) auto Premium	369	6.4	0	30	£52185
79kWh (340) auto Premium AWD	346	5.3	0	33	£56185

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32365
1.5T EcoBoost (150) ST-Line	44.1	9.5	147	17	£37665
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38795
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42645
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£41145
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40665
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£41065

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (268) auto Select	292	6.9	0	33	£50840
91kWh (294) auto Premium	372	7.0	0	37	£59390
91kWh (370) auto AWD Premium	341	5.8	0	40	£65415
91kWh (487) auto AWD GT	320	4.4	0	40	£74550
91kWh (487) auto AWD GT Rally	316	4.4	0	40	£76800

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.3 PHEV (281) auto Double Cab XLT	91.1	N/A	71	N/A	£48929
2.3 PHEV (281) auto DC Wildtrak	94.2	N/A	68	N/A	£55409
2.3 PHEV (281) auto DC Stormtrak	94.2	N/A	68	N/A	£61289
3.0 V6 E'Boost (292) auto DC Raptor	20.5	7.9	315	42	£62489
2.0 EcoBlue (170) Double Cab XL	33.2	10.5	222	39	£38489
2.0 EcoBlue (170) Double Cab XLT	33.2	10.5	221	39	£40109
2.0 EcoBlue (205) auto DC Tremor	27.4	10.5	270	41	£44189
2.0 EcoBlue (205) auto DC Wildtrak	32.1	10.5	230	42	£49949
2.0 EcoBlue (205) at DC Wildtrak X	27.4	10.5	271	42	£52349
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£58889
3.0 V6 E'Blue (240) at DC Wildtrak	28.0	8.7	264	44	£56609
3.0 V6 E'Blue (240) at DC Platinum	28.0	8.7	266	45	£59069
3.0 V6 E'Blue (240) auto DC MS-RT	26.6	8.7	277	45	£62489

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	275	44	£58470
5.0 V8 (446) auto GT Fastback	23.9	4.9	278	45	£60470
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£61970
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£63970
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£70740
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£72740

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

Electrified G80 - 5005x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87.2kWh (370) auto Luxury AWD	323	4.9	0	50	£76535

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54855
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£59315
77.4kWh (490) auto Sport Plus AWD	290	4.0	0	45	£68455

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Luxury AWD	283	4.2	0	N/A	£48955
2.5T (304) auto Premium AWD	283	4.2	0	N/A	£49045
2.5T (304) auto Sport AWD	283	4.2	0	N/A	£51095
2.2 (201) auto Luxury AWD	283	7.9	0	N/A	£52645
2.2 (201) auto Premium AWD	283	7.9	0	N/A	£49545
2.2 (201) auto Sport AWD	283	7.9	0	N/A	£52805

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£28060
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£29280
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£30355
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£30555

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	60.1	7.9	108	28	£35780
2.0 i-MMD (143) auto Sport	56.5	7.9	113	28	£37325
2.0 i-MMD (143) auto Advance	56.5	8.1	114	28	£40680
2.0T (329) Type R	34.4	5.4	189	43	£51905

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£32250
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£34780
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£38030
1.5 i-MMD (107) at Adv Style Plus	52.3	10.7	122	31	£38825

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£40660
68.8kWh (204) auto Advance	256	7.7	0	43	£42890

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£40780
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£42445
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£44330

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£47350
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£50470
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£49930

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16600
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£17250
1.2 MPi (84) Advance	52.3	15.6	123	6	£17400
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£18050
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£19200

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£22100
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24750
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£23350
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£26000

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.6	130	15	£24755
1.5 T-GDi (140) N Line	42.8	9.6	150	15	£27390
1.5 T-GDi (140) auto Advance	50.4	9.7	127	15	£25955
1.5 T-GDi (140) auto N Line	44.8	9.7	143	15	£28590

Premium: add £3050 to Advance
N Line S: add £2020 to N Line

i30 Tourer - 4585x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.8	130	15	£25505
1.5 T-GDi (140) Premium	47.1	9.8	135	14	£28555
1.5 T-GDi (140) auto Advance	47.1	9.9	127	14	£26705
1.5 T-GDi (140) auto Premium	48.7	9.9	132	15	£29755

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	33	£39910
84kWh (228) auto Advance	354	7.5	0	38	£43410
84kWh (228) auto N Line	320	5.3	0	38	£47410
84kWh (325) auto N Line AWD	307	5.3	0	41	£50910
84kWh (650) auto N AWD	278	3.4	0	49	£65010

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47050
77kWh (325) auto Premium AWD	322	5.1	0	41	£50550

Ultimate: add £3500 to Premium

Inster - 3825-3845x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	N/A	£23805
49kWh (115) auto 01	229	10.6	0	N/A	£25055
49kWh (115) auto 02	223	10.6	0	N/A	£26755
49kWh (115) auto Cross	229	10.6	0	N/A	£29055

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£23125
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£24525
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£24375
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25775

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26735
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£28535
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£27685
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29485
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£29235
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£31035
1.6 Hybrid (129) auto Advance	60.1	12.0	106	20	£30890
1.6 Hybrid (129) auto N Line	60.1	12.0	106	20	£32690
48kWh (156) auto Advance	234	8.8	0	25	£32400
65kWh (218) auto Advance	319	7.8	0	31	£35000
65kWh (218) auto N Line	282	7.8	0	31	£37000

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£33080
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£35580
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£34260
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36760
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£42080
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£36220
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38820
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42910
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39385
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41885
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43485

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£47890
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£51390
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£53890
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£49945
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£53445
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£55945
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51995
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55245
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57745

Six seats: add £1000 to Calligraphy

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65025
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£71385
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65025
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£71385

Fieldmaster/Trialmaster Editions: add £7500

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66240
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66240

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5280x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.6	12.7	220	39	£35436
1.9D (164) DL20 Double Cab	33.6	12.7	220	39	£38196
1.9D (164) DL40 Double Cab	33.6	12.7	220	40	£41916
1.9D (164) V-Cross Double Cab	33.6	12.7	220	40	£43716
1.9D (164) Arctic Trucks AT35 DC	33.6	12.7	220	40	£62916
1.9D (164) auto Utility Double Cab	30.7	13.0	241	40	£37836
1.9D (164) auto DL20 Double Cab	30.7	13.0	241	40	£40596
1.9D (164) auto DL40 Double Cab	30.7	13.0	241	40	£44316
1.9D (164) at V-Cross Double Cab	30.7	13.0	241	40	£46116
1.9D (164) at Arc Trucks AT35 DC	30.7	13.0	241	40	£65916

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	21	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	22	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	31	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£25218
1.2T (100) Altitude	49.6	10.6	127	23	£27218
1.2T (100) Summit	49.6	10.6	129	23	£29219
1.2 E-Hybrid (100) auto Longitude	57.6	10.4	111	22	£26229
1.2 E-Hybrid (100) auto Altitude	57.6	10.4	111	23	£28229
1.2 E-Hybrid (100) auto Summit	57.6	10.4	111	23	£30229
1.2 Hybrid (136) auto Upland 4xe	51.4	9.5	124	27	£31219
1.2 Hybrid (136) auto Overland 4xe	51.4	9.5	124	27	£33219
1.2 Hybrid (136) at North Face 4xe	51.4	9.5	124	28	£35219
54kWh (156) auto e-Longitude	249	9.6	0	24	£29999
54kWh (156) auto e-Altitude	249	9.6	0	24	£31999
54kWh (156) auto e-Summit	249	9.6	0	25	£33999

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto North Star	50.4	10.0	127	17	£32929
1.5T E-Hybrid (130) auto Summit	50.4	10.0	126	17	£33429
1.3T PHEV (240) at North Star 4xe	134.5	7.1	48	26	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) North Star	50.4	10.0	127	26	£36835
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38335
1.3T PHEV (240) auto Summit 4xe	141.2	7.3	47	31	£44765

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£63465
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£65870

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	48	£72414
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85914

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23995
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£25749

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K35	36.9	10.8	175	18	£26995
1.5 GDi-T (163) auto K35	35.5	10.8	182	18	£27995

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£36749
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£39749
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£41749
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£36995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£39295

Actyon - 4740x1910mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K50	33.1	N/A	194	25	£38649

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£42495
2.2D (202) auto K40	32.9	10.7	225	37	£44235
2.2D (202) auto K50	32.6	10.7	227	38	£48710

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) Rebel	34.0	N/A	220	48	£38358
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£41718
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£43194

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** 12th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	116	4	£16065
1.0 DPi (62) GT-Line	52.3	15.4	121	5	£17215
1.0 DPi (62) 3	55.4	15.4	121	5	£18015
1.0 DPi (62) auto 2	54.3	18.2	119	4	£16765
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17915
1.0 DPi (62) auto 3	54.3	18.2	122	5	£18715
1.2 DPi (77) GT-Line S	51.4	13.1	124	8	£18915
1.2 DPi (77) auto GT-Line S	49.6	16.5	127	5	£19615

Ceed - 4310x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	48.7	9.5	128	13	£23325
1.5 T-GDi (138) GT-Line	48.7	9.5	131	13	£26025
1.5 T-GDi (138) 3	49.6	9.5	131	13	£26525
1.5 T-GDi (138) auto GT-Line	47.9	9.7	134	13	£26980
1.5 T-GDi (138) auto 3	47.9	9.7	134	13	£27480
1.5 T-GDi (138) auto GT-Line S	44.8	9.7	142	15	£31485

Ceed Sportswagon - 4600x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	49.6	9.7	129	13	£24070
1.5 T-GDi (138) 3	47.9	9.7	133	13	£27125
1.5 T-GDi (138) auto 3	47.1	9.9	136	13	£28225

ProCeed - 4605x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) GT-Line	47.9	9.7	133	13	£27125
1.5 T-GDi (138) auto GT-Line	47.9	9.9	134	13	£28080
1.5 T-GDi (138) auto GT-Line S	44.8	9.9	144	14	£32585

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	34	£45585
84kWh (225) auto GT-Line	361	7.7	0	35	£48585
84kWh (320) auto AWD GT-Line	339	5.3	0	40	£52085
84kWh (577) auto AWD GT	263	3.5	0	45	£62675

GT-Line S: add £5100 to GT-Line, **heat pump:** add £1000 to GT-Line S

PV5 Passenger - 4695x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.5kWh (122) auto Essential	179	12.8	0	N/A	£32995
51.5kWh (122) auto Plus	179	12.8	0	N/A	£TBC
71.2kWh (161) at Essential L. Range	249	10.7	0	N/A	£TBC
71.2kWh (161) auto Plus Long Range	249	10.7	0	N/A	£TBC

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** 30th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21485
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22540
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23990
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22485
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23540
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24990

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24610
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£26085
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26585
1.5 T-GDi (138) auto GT-Line	44.8	8.9	142	17	£27185
1.5 T-GDi (138) auto 3	44.8	8.9	142	17	£27685
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£32185

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30270
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32540
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35290
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35435
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37685
1.6 GDi PHEV (180) auto 4	282.5	9.6	22	24	£40435
65kWh (201) auto EV 2	285	7.8	0	28	£37335
65kWh (201) auto EV 3	285	7.8	0	29	£39585
65kWh (201) auto EV 4	285	7.8	0	29	£42335

Heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	34	£33005
81.4kWh (201) auto Air	372	7.7	0	36	£36005
81.4kWh (201) auto GT-Line	347	7.9	0	37	£39405
81.4kWh (201) auto GT-Line S	347	7.9	0	38	£43005

Heat pump: add £900 to GT-Line S

Sportage - 4515x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi 48v (157) 2	44.1	9.8	149	19	£30170
1.6 T-GDi 48v (157) GT-Line	44.1	9.8	146	20	£32670
1.6 T-GDi 48v (157) auto GT-Line	44.8	9.8	146	20	£34370
1.6 T-GDi 48v (157) auto GT-Line S	42.2	9.8	147	31	£39570
1.6 T-GDi HEV (212) auto GT-Line	51.4	8.4	129	22	£36215
1.6 T-GDi HEV (212) auto GT Line S	51.4	8.4	132	24	£41470
1.6 T-GDi HEV (212) at GT-Li S AWD	45.6	8.7	146	24	£43070
1.6 T-GDi PHEV (248) at GT-Li AWD	235.4	8.4	25	26	£40685
1.6 T-GDi PHEV (248) at GT-L S AWD	235.4	8.4	25	27	£45885

3: add £1000 to GT-Line

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£43685
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47885
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£52385
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47405
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51605
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£56105
2.2 CRDi (190) auto AWD 2	43.5	9.7	170	30	£42675
2.2 CRDi (190) auto AWD 3	42.8	9.7	173	31	£47290
2.2 CRDi (190) auto AWD 4	42.8	9.7	174	32	£51790

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65035
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73285
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76035
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77035

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50260
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52880
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£58030
2.0 D165 auto AWD S	42.7	10.2	173	28	£44540
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£48060
2.0 D200 auto AWD S	42.7	8.6	173	32	£45940
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£49460
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£54610

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£96190
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£113250
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£61440
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£68175
3.0 D350 auto AWD S	33.7	6.2	219	41	£59960
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£64940
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£71675
3.0 D350 auto AWD X	33.0	6.2	224	46	£90385

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa	21.4	3.8	298	50	£148045
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£163545
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£100395
2.0T P300e auto AWD S	104.2	7.6	61	41	£69810
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76765
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79580
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86710
2.0T P300e auto AWD X	98.6	7.6	65	46	£95040
3.0 D250 auto AWD S	33.1	8.3	223	38	£62120
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£69470
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£73660
3.0 D350 auto AWD S	33.1	6.4	224	38	£66290
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£75020
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£77835
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£84470
3.0 D350 auto AWD X	32.3	6.4	229	46	£95970

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£89670
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£93175
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£111075
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120980
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£83925
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£87490
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£85060
3.0 D350 auto AWD X	31.8	6.8	233	47	£104390

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£64610
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£70410
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£74775
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£79670

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£44755
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£47330
1.5 P270e auto AWD S	196.0	6.8	33	34	£49110
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53235
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£58385
2.0 D165 auto AWD S	44.0	9.2	168	26	£44380
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47755
2.0 D200 auto AWD S	44.0	7.9	168	29	£45435
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£49560
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£55540

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£69025
3.0T P400 at AWD Autobiography	28.2	5.2	228	47	£77735
2.0T P400e auto AWD S	161.1	5.1	40	43	£65445
2.0T P400e auto AWD Dynamic SE	157.7	5.1	41	44	£69670
2.0T P400e at AWD Autobiography	150.7	5.1	43	44	£75005
2.0 D200 auto AWD S	43.7	7.8	170	36	£55410
2.0 D200 auto AWD Dynamic SE	42.8	7.8	173	36	£60395
2.0 D200 auto AWD Autobiography	41.5	7.8	204	36	£67630
3.0 D300 auto AWD Dynamic SE	38.4	6.1	193	42	£66905
3.0 D300 at AWD Autobiography	37.5	6.1	197	46	£73540

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90310
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93310
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104830
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114160
4.4 V8TT P530 auto AWD Autobiog	24.7	4.3	259	50	£119025
4.4 V8TT P635 auto AWD SV Ed 2	23.6	3.7	272	50	£174545
3.0 D250 auto AWD S	39.4	7.3	188	44	£76350
3.0 D300 auto AWD SE	38.8	6.1	191	47	£85575
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£88575
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£100095
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£104275

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£145145
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£174345
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115915
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121635
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134795
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138665
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161865
3.0 D300 auto AWD SE	38.2	6.3	194	50	£105675
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£111755
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£125355
3.0 D350 auto AWD SE	38.3	5.7	194	50	£108775
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£114855
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£128455

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£147145
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£194175
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137545
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178290
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£120055
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£130455

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43945
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£57495

Premium Plus: add £5150 to Premium

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32845
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34845
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38525
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£40525

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£35245
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£37245
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42945
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44745
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48845
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£44945
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£46745
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£50845
72.8kWh (204) auto 300e Urban	279	7.5	0	38	£40065
72.8kWh (204) auto 300e Prem	279	7.5	0	38	£42145
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44145
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£51145

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44845
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46645
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58895
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45845
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47645
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£55395
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59895
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£50245
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57895
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59895

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£50145
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52445
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£60145
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£58045
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65745

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) at 350h Premium	44.8	7.9	150	42	£63345
2.5 Hybrid (250) auto 350h F Sport	44.8	7.9	150	42	£70345
2.5 Hybrid (250) auto 350h Takumi	44.8	7.9	145	43	£77845
2.4T Hyb (371) auto 500h F Sport	35.3	6.2	182	46	£80695
2.5 PHEV (309) at 450h+ Premium	256.8	6.5	25	44	£65045
2.5 PHEV (309) auto 450h+ F Sport	256.8	6.5	25	44	£71045
2.5 PHEV (309) auto 450h+ Takumi	256.8	6.5	25	45	£77295

Premium Plus: add £6000 to 350h Premium, add £5500 to 450h+ Premium

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 - 4070x1695mm
Euro NCAP: ★★★★ **Driver Power:** 33rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (75) Centre-Line	58.9	11.3	109	16	£18625
1.5 Skyactiv-G (90) Centre-Line	60.1	9.8	107	18	£19525
1.5 Skyactiv-G (90) Homura	60.1	9.8	107	18	£19835
1.5 Skyactiv-G (90) Exclusive-Line	60.1	9.8	107	18	£20375
1.5 Skyactiv-G (90) at Exclusive-Li	52.3	12.1	122	14	£21900
1.5 Skyactiv-G (115) Homura Aka	56.5	9.1	113	21	£23845

Homura Aka: add £1000 to Exclusive-Line

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24135
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25390
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27290
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29240

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24010
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25110
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£26810
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27155
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£28305
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27005
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29305
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£30855

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£25415
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27015
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£28715
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£28515
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30215
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£28815
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31115
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£33365
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£30365
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£32665
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£34865

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31495
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33495
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£35895
35.5kWh e-S'activ (145) at Prime	124	9.7	0	19	£27995
35.5kWh e-S'activ (145) a Exclusiv	124	9.7	0	19	£29995
35.5kWh e-S'act (145) at Makoto	124	9.7	0	19	£32395

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31060
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34160
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36560
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33070
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36170
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£38570
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£41185
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36360
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£38370
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£40770
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£42785

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£45420
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£48170
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£49520
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£45370
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£47970
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£50720
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£54970

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£45420
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£48170
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£49520
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£51455
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£54605
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£55555

Plus: add £2650 to PHEV, add £2450 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28015
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30015
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£32435
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£32435

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	135	20	£30720
1.3T (136) auto A 180 Sport Exec	47.1	9.2	135	20	£32105
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£33655
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41055
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£46000
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£63445
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£34715

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition
Legacy Edition: add £4425 to A 45 S

A-Class Saloon - 4558x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) auto A 180 Sport Exec	47.9	9.3	134	20	£32700
1.3T (163) auto A 200 Sport Exec	47.9	8.3	134	23	£34250
1.3T (218) at A 250 e AMG Li Exec	313.9	7.5	71	28	£41650
2.0T (306) at AMG A 35 4MT Exec	33.6	4.8	189	36	£46385
2.0 (150) auto A 200 d Sport Exec	57.7	8.4	128	23	£35310

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £1600 to A 35 Executive

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	140	25	£35435
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£36545

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4688x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at CLA 180 Sport Edition	47.1	9.4	135	22	£32550
1.3T (136) at CLA 180 Sport Exec	47.1	9.4	137	23	£34735
1.3T (163) at CLA 200 Sport Exec	47.1	8.4	132	26	£36235
1.3T (218) at CLA 250 e AMG L Exec	353.1	7.6	17	34	£45545
2.0T (306) at AMG CLA 35 4MATIC	33.6	4.9	190	37	£49875
2.0T (421) at AMG CLA 45 S 4MT+	31.4	4.1	204	41	£68355
2.0 (190) at CLA 220 d Sport Exec	55.4	7.3	132	30	£39465

Shooting Brake: add £1000
AMG Line Executive: add £3170 to Sport Executive

C-Class - 4793-4755x1841-1820mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.3	145	38	£45120
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	156	40	£52030
2.0T (313) auto C 300 e Urban Ed	565.0	6.1	12	45	£49860
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51860
2.0T (408) auto AMG C 43 4MATIC	30.7	4.6	210	44	£67500
2.0T (476) at AMG C 63 S e 4MT+	38.7	3.4	167	50	£97530
2.0 (200) auto C 220 d AMG Line	62.8	7.3	120	39	£46570
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	139	41	£53870

Estate: add £1525-£1900

E-Class - 4950x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	42.8	7.5	146	42	£55120
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£64610
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£69610
2.0 (197) auto E 220 d AMG Line	58.9	7.6	126	42	£56820
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£66610
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	12	50	£71610
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£79280

AMG Line Premium: add £5000 to AMG Line **Exclusive Premium:** add £410 to E 200 AMG Line Premium, add £50 to E 220 d AMG Line Premium, same price as E 300 e/E 300 de/E 450 d AMG Line Premium
Estate: add £2640 to E 200, add £2250 to E 300 e/E 300 de, add £2295 to E 220 d

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69105
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74605
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82605
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105860

AMG GT 4-Door - 4996x1896mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (639) at AMG GT 63 S 4MT	21.6	3.2	298	50	£156555
4.0 V8TT (843) at AMG GT 63 S E Prf	22.1	2.9	198	50	£179410

S-Class - 5210-5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (449) at S 500 4MT AMG Line	33.2	4.7	194	50	£105490
3.0 (449) at S 500 L 4MT AMG Line	33.2	4.7	196	50	£109550
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£118460
4.0 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£175840
4.0 (802) auto AMG S 63 E Perf	23.9	3.3	104	50	£188820
6.0 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£220550
3.0 (313) auto S 350 d AMG Line	45.6	5.6	164	50	£93955
3.0 (313) auto S 350 d L AMG Line	42.8	5.6	166	50	£98015
3.0 (367) at S 450 d L 4MT AMG Li	41.5	5.0	171	50	£102995

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQS 350 AMG Line	409	6.7	0	50	£99835
118kWh (360) at EQS 450+ AMG Li	481	6.2	0	50	£112610
118kWh (658) at AMG 53 4MAT+	378	3.8	0	50	£161860

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£74670
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£79950
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£90010
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£75680
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£80960
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£86820
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88420

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) auto EQV 300 Sport	213	12.1	0	44	£87995

Premium: add £2780 **Premium Plus:** add £8075

GLA-Class - 4412x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.2	10.0	153	29	£35660
1.3T (163) at 200 Sport Executive	42.2	8.9	153	29	£37845
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	25	40	£45520
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£53465
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£71235
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£38495
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£45960

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49750
67kWh (190) auto 250+ AMG Line	323	8.6	0	44	£52010
67kWh (228) auto 300 4MT AMG Li	266	7.7	0	46	£53010

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	40.4	9.3	160	28	£39150
2.0T (306) auto AMG 35 4MATIC	31.0	5.5	207	41	£57885
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£39800
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£47080

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52800
71kWh (190) auto 250+ AMG Line	300	8.9	0	N/A	£55060
67kWh (228) auto 300 4MT AMG Li	255	8.0	0	29	£55310

GLC-Class - 4721x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	37.2	6.2	171	42	£54945
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£58860
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£63360
2.0 (219) at 220 d 4MAT AMG Line	52.3	8.0	141	40	£52895
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£61805
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	11	49	£61110
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	11	49	£65610

GLC-Coupe - 4769x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	25.5	6.3	170	43	£61030
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65360
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£69860
2.0 (219) at 220 d 4MAT AMG Line	41.5	8.1	139	41	£59395
2.0 (291) at 300 d 4MT AMG L Prm	36.2	6.4	149	44	£67895

GLE-Class - 4924x2010mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (403) at 450 4MAT Urban Ed	29.1	5.6	220	47	£80000
2.0 Hyb (375) at 400 e 4M Urban	313.9	6.1	20	47	£79360
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£94190
4.0 V8TT (612) at AMG 63 S 4MT+	22.2	3.9	288	50	£143595
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£75445
3.0 (389) at 450 d 4MAT Urban Ed	37.2	5.6	199	48	£79000
3.0 (329) at 350 de 4MAT Urban Ed	403.6	6.9	17	48	£77360

Seven seats: standard on GLE 450, AMG 53, 300 d, 450 d **AMG Line:** add £5000 to Urban Edition

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	313.9	6.1	17	49	£81360
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£103190
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£145595
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	195	49	£81000
3.0 (389) at 350 de 4MT Urban Ed	470.8	6.9	17	49	£79360

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	376	6.9	0	50	£75495

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
91kWh (292) at 350 4MAT AMG Li Ed	339	6.6	0	50	£79995
96kWh (408) at 500 AMG Line Ed	362	5.0	0	50	£90560
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£114995

GLS-Class - 5209x2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	25.2	6.1	241	47	£110190
4.0 V8TT (579) at 600 Maybach	20.2	4.9	313	50	£177595
4.0 V8TT (579) at 600 May 1st Class	20.0	4.9	315	50	£181895
4.0 V8TT (634) at AMG 63 4MAT+	22.1	4.2	303	50	£153595
3.0 (330) at 450 d 4MAT AMG Line	32.1	6.1	230	50	£108190

Business Class: add £10385 to GLS 450, add £10000 to GLS 450 d

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	401	6.1	0	50	£129470
118kWh (544) at 580 4MAT AMG Li	400	4.7	0	50	£139470
118kWh (658) at 680 4MAT Maybach	369	4.4	0	50	£200860

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£146095
4.0 V8TT (605) at AMG 63 4MAT	19.1	4.4	338	50	£184595
3.0 (387) auto G 450 d AMG Line	31.7	5.8	235	50	£136690
116kWh (587) at G 580 EQ Edition 1	289	4.7	0	50	£180860

Carbon Edition: add £10000 to AMG 63 **Manufaktur Edition:** add £16500 to AMG 63 **Magno Edition:** add £19000 to AMG 63

CLE-Class Coupe - 4850x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	44.1	7.4	145	35	£46620
2.0T (258) at CLE 300 4MT AMG Li P	39.8	6.2	162	40	£55780
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£60610
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£66320
3.0T (449) at AMG CLE 53 4MATIC+	30.4	4.2	212	44	£73075
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£49070

CLE-Class Cabriolet - 4850x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£53030
2.0T (258) at CLE 300 4MT AMG Li P	38.2	6.6	167	44	£59780
3.0T (381) at CLE 450 4MT AMG Li P	35.5	4.7	180	46	£70320
3.0T (449) at AMG CLE 53 4MATIC+	29.4	4.4	218	47	£77075
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£55070

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto SL 43 Touring	30.7	4.7	210	50	£106555
2.0T (421) at SL 43 Premium Plus	30.7	4.7	215	50	£117250
4.0 V8TT (476) at SL 55 4MT Prem+	21.1	3.9	305	50	£147855
4.0 V8TT (585) at SL 63 4MT Prem+	21.2	3.6	305	50	£172105
4.0 V8TT (816) at SL 63 4MT S E Prf	36.7	2.9	175	50	£190845

Touring/Touring Plus: same price as Premium/Premium Plus (not SL 63) **Ultimate:** add £7500 to SL 63

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (585) at 63 4MT Prem+	20.0	3.2	319	50	£164905
4.0 V8TT (585) at 63 4MT Launch Ed	20.0	3.2	319	50	£180905
4.0 V8TT (816) at 63 4MT S E Prf P+	34.5	2.8	188	50	£180745

Ultimate: add £1100 to Premium Plus

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495

MG5 - 4600x1818mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52.5kWh (156) auto SE	214	7.7	0	32	£30995

Trophy: add £2500 to SE

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	N/A	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	N/A	£24495

ZS EV - 4314x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (176) auto SE	198	8.0	0	21	£30495
73kWh (156) auto SE Long	273	8.2	0	21	£32995

Trophy: add £2500 to EV SE

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£23150
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£25350
2.0T (204) auto S Classic	45.6	6.6	140	25	£27550
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£29750
41kWh (184) auto E Classic	190	7.3	0	20	£30000
41kWh (184) auto E Exclusive	190	7.3	0	20	£32200
54kWh (218) auto SE Classic	250	6.7	0	26	£34500
54kWh (218) auto SE Exclusive	250	6.7	0	26	£36700

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	N/A	£24050
1.5T (156) auto C Exclusive	46.3	8.0	137	N/A	£26250
2.0T (204) auto S Classic	44.8	6.8	142	N/A	£28450
2.0T (204) auto S Exclusive	44.8	6.8	142	N/A	£30650

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£31800
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£34550
49.2kWh (218) auto SE Classic	251	7.1	0	23	£36300
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£39050

Sport: add £1850 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29340
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31840
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£34740
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£37650
2.0T (300) auto JCW ALL4	36.2	5.4	177	30	£41575
64.6kWh (204) auto E Classic	286	8.6	0	23	£42080
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£44580
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£47180
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£49680

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Leaf - 4490x1812mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
39kWh (150) auto Shiro	168	7.9	0	25	£28495
39kWh (150) auto Acenta	168	7.9	0	24	£28995

N-Connecta: add £1500 to Acenta
Tekna: add £3000 to Acenta

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£23500
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£25500
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25000
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27000
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29095

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ **Driver Power:** 42nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30135
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£34845
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£30855
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35565
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32455
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37465
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39250
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34430
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39620

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£35175
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£41240
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37540
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43655
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£39790
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£45855

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39645
63kWh (217) auto Advance	250	7.5	0	30	£43145
87kWh (242) auto Engage	330	7.6	0	34	£44645
87kWh (242) auto Advance	329	7.6	0	34	£48145
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50845

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 6th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	58.2	10.1	117	21	£23710
1.2 Hybrid (100) auto Allure	65.9	9.8	102	22	£25510
1.2 Hybrid (100) auto GT	65.9	9.8	104	21	£27660
1.2 Hybrid (136) auto GT	65.0	8.1	105	29	£28860
50kWh (136) auto Allure	225	8.1	0	28	£29950
50kWh (136) auto GT	225	8.1	0	31	£32100
51kWh (156) auto Allure	259	8.2	0	28	£30750
51kWh (156) auto GT	259	8.2	0	31	£32900

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Active	51.9	9.7	126	19	£29645
1.2T PureTech (130) auto GT	51.9	9.7	130	20	£33670
1.2T Hybrid (136) auto Active	62.6	9.3	107	19	£30265
1.2T Hybrid (136) auto GT	62.6	9.3	111	21	£34470
1.6 PHEV (180) auto Allure	242.7	7.6	28	26	£38060
1.6 PHEV (180) auto GT	242.7	7.6	29	28	£40870
1.6 PHEV (225) auto GT	242.7	7.5	29	29	£42270
1.5 BlueHDi (130) auto Active	59.6	10.6	128	19	£30865
1.5 BlueHDi (130) auto GT	59.6	10.6	132	21	£35070
54kWh (156) auto Allure	257	9.8	0	24	£38650
54kWh (156) auto GT	257	9.8	0	25	£40720

308 SW: add £1200 **Allure:** add £1530 to Active

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Allure	48.1	10.4	136	19	£33195
1.2T PureTech (130) auto GT	48.1	10.4	136	21	£35935
1.2T Hybrid (136) auto Allure	58.8	10.2	114	N/A	£33810
1.2T Hybrid (136) auto GT	58.8	10.2	114	N/A	£36730
1.6 PHEV (180) auto Allure	231.9	8.1	31	28	£40550
1.6 PHEV (180) auto GT	231.9	8.1	31	29	£43410
1.6 PHEV (225) auto GT	232.3	7.8	31	31	£44820

508 Fastback - 4750x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid (225) auto Allure	274.8	7.9	34	36	£45765
1.6 Hybrid (225) auto Allure SW	274.8	8.0	37	36	£46965

e-Rifter - 4403-4753x1878mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (100) auto Allure	199	N/A	0	N/A	£32320
50kWh (100) auto GT	199	N/A	0	N/A	£35115
50kWh (100) auto Allure Long	199	N/A	0	N/A	£33220
50kWh (100) auto GT Long	199	N/A	0	N/A	£36015

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Active	217	10.8	0	38	£48995
75kWh (136) auto Active Long	217	10.8	0	40	£49895

Allure: add £5325

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** 8th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Allure	52.7	9.7	131	16	£28405
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£30010
1.2 Hybrid (136) auto Allure	62.1	8.3	111	23	£30805
50kWh (136) auto Allure	232	9.8	0	26	£34400
54kWh (156) auto Allure	271	9.1	0	26	£35200

GT: add £2150 to Allure (not PureTech 130 manual)

3008 - 4542x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£35035
1.2T PHEV (195) auto Allure	356.2	7.8	19	N/A	£40750
73kWh (210) auto Allure	327	8.8	0	32	£45950
98kWh (230) auto Allure	422	N/A	0	N/A	£48650

GT: add £3800 to Allure

5008 - 4791x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£37735
1.2T PHEV (195) auto Allure	356.2	8.3	23	N/A	£43450
73kWh (210) auto Allure	311	9.7	0	33	£48650

GT: add £3800 to Allure

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	343	6.2	0	34	£44950
82kWh (295) auto Long Range	408	5.9	0	35	£48950
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£52950
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	392	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	347	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	367	4.8	0	50	£86500
89kWh (544) auto 4S	346	3.7	0	50	£95900
105kWh (408) auto Perf Battery+	421	4.8	0	50	£90954
105kWh (544) at 4S Perf Battery+	399	3.7	0	50	£100196
105kWh (884) auto Turbo	391	2.7	0	50	£134100
105kWh (952) auto Turbo S	391	2.4	0	50	£161400
105kWh (1034) auto Turbo GT	344	2.3	0	50	£186300
105kWh (1034) at T GT Weissach	345	2.2	0	50	£186300

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	351	4.8	0	50	£87300
89kWh (544) auto 4S	332	3.7	0	50	£96700
105kWh (408) auto Perf Battery+	404	4.8	0	50	£91754
105kWh (544) at 4S Perf Battery+	383	3.7	0	50	£100996
105kWh (884) auto Turbo	377	2.7	0	50	£134800
105kWh (952) auto Turbo S	375	2.4	0	50	£162100

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (435) auto 4	381	4.7	0	50	£96800
105kWh (598) auto 4S	379	3.8	0	50	£100400
105kWh (884) auto Turbo	371	2.8	0	50	£135200
105kWh (952) auto Turbo S	370	2.5	0	50	£162500

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£82500
2.9 V6 (353) auto 4	27.7	5.0	230	50	£85500
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£91000
2.9 V6 (544) auto 4S E-Hybrid	256.8	3.7	24	50	£102100
4.0 V8 (500) auto GTS	23.5	3.8	274	50	£125600
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£145400
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£168700

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£54900
2.0T (265) auto T	28.0	6.2	229	39	£59900
3.0 V6 (380) auto S	25.4	4.8	251	42	£61500
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£73400

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	44	£67200
100kWh (408) auto 4	381	5.2	0	46	£69800
100kWh (516) auto 4S	377	4.1	0	48	£75400
100kWh (639) auto Turbo	367	3.3	0	50	£95000

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£76000
4.0 V8TT (474) auto S	22.8	5.0	282	48	£91500
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£106100
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£84800
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£93700
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£139100

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£80100
4.0 V8TT (474) auto S	22.6	4.7	284	50	£96900
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£107700
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£88500
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£98500
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£144500
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£164800

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.0	3.9	230	50	£99800
3.6TT (541) auto Carrera GTS	26.9	3.0	239	50	£132600
3.6TT (541) auto Carrera 4 GTS	26.9	3.0	239	50	£139100
3.7TT (650) auto Turbo 50 Years	23.0	2.7	278	50	£200600
4.0 (525) auto GT3 RS	21.1	3.2	305	50	£192600
4.0 (525) S/T	20.5	3.7	313	50	£231600

GT3 Touring Package: same as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.4	4.1	235	50	£109800
3.6TT (541) auto Carrera GTS	26.4	3.1	243	50	£142600
3.6TT (541) auto Carrera 4 GTS	26.4	3.1	244	50	£149100

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	192	9.0	0	18	£22995
40kWh (120) auto Techno	191	9.0	0	19	£24995
40kWh (120) auto Iconic Five	190	9.0	0	22	£26995
52kWh (150) auto Techno	252	8.0	0	22	£26995
52kWh (150) auto Iconic Five	251	8.0	0	22	£28995
52kWh (150) auto Roland Garros	252	8.0	0	22	£29995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18995
1.0 TCe (90) Techno	53.3	12.2	119	11	£20595
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£22195
1.6 E-Tech (145) auto Evolution	65.7	9.3	95	15	£21895
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23495
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£25095

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Evolution	285	7.5	0	26	£33995
60kWh (220) auto Techno	282	7.5	0	25	£35995
60kWh (220) auto Iconic	281	7.5	0	26	£37995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.9	13.3	133	11	£22195
1.0 TCe (90) Techno	47.9	13.3	133	11	£23895
1.6 E-Tech (145) auto Evolution	61.4	10.6	103	16	£24995
1.6 E-Tech (145) auto Techno	61.4	10.6	104	16	£26695
1.6 E-Tech (145) auto Esprit Alpine	60.1	10.6	105	16	£28395

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) auto Techno	61.4	10.6	104	16	£29495
1.6 E-Tech hyb (145) at Techno Alp	61.4	10.6	105	17	£31495
1.6 E-Tech hyb (145) at Iconic Alp	60.1	10.6	106	17	£33495

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (170) auto Techno	260	8.6	0	28	£37495
87kWh (220) auto Techno	379	7.9	0	32	£40995
87kWh (220) auto Esprit Alpine	372	7.9	0	32	£43495
87kWh (220) auto Iconic	369	7.9	0	32	£45495

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	61.4	8.4	105	21	£34695
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	106	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	105	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	470.8	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence **Anniversary Edition:** add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	22	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** 40th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	22	£31500
63kWh (204) auto 60 SE L	265	7.7	0	27	£33350
63kWh (204) auto 60 Edition	265	7.7	0	27	£34450
63kWh (204) auto 60 SportLine	263	7.7	0	28	£37400
82kWh (286) auto 85 Edition	360	6.4	0	32	£38650
82kWh (286) auto 85 SportLine	355	6.4	0	34	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Swace - 4655x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (122) at Motion	62.7	9.4	102	20	£29999
1.8 VVT-i Hybrid (122) auto Ultra	62.7	9.4	102	21	£31999

Vitara - 4185x1775mm
Euro NCAP: ★★★★★ **Driver Power:** 21st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	119	22	£26949
1.4 Boosterjet (129) Ultra	53.2	9.5	120	22	£28649
1.4 Boosterjet (129) Ultra 4x4	52.3	10.2	128	22	£30449
1.5 Hybrid (115) auto Motion	56.4	12.7	113	16	£28699
1.5 Hybrid (115) auto Ultra	56.4	12.7	114	17	£30399
1.5 Hybrid (115) auto Ultra 4x4	50.4	13.5	127	16	£32199

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 Hybrid (115) auto Motion	54.3	12.7	118	16	£28449
1.5 Hybrid (115) auto Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 2nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model S (LHD) - 4970x1964mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) auto AWD	405	3.1	0	50	£95480
100kWh (1020) auto AWD Plaid	390	2.0	0	50	£114930

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

Model X (LHD) - 5037x2271mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) at AWD Long Range	348	3.8	0	50	£99930
100kWh (1020) auto AWD Plaid	333	2.5	0	50	£126230

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	18	£31849
50kWh (136) auto Design Medium	160	11.2	0	19	£36464
50kWh (136) auto Icon Long	160	11.2	0	19	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	36	£44175

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 48th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (100) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (100) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (136) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (136) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (136) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (136) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (136) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Frontera - 4385x1795mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395

Seven seats: add £550 to 1.2 GS

Grandland - 4477x1856mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (136) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (213) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.7	15.6	122	1	£21210
1.0 TSI (95) Life	55.2	10.8	116	8	£22150
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24550
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23585
1.0 TSI (95) auto R-Line	52.3	11.5	123	11	£25985
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27210
2.0 TSI (207) auto GTI	43.1	6.5	149	23	£30430

Match: add £690 to 1.0 TSI Life
Style: add £2400 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.1	9.9	121	17	£27760
1.5 TSI (115) Match	51.9	9.9	124	17	£27935
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	51.0	8.6	126	21	£29075
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31100
1.5 eTSI (150) auto Match	53.1	8.4	121	22	£30665
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£32690
1.5 TSI PHEV (204) auto Match	1000.4	7.2	6	26	£36140
1.5 TSI PHEV (272) auto GTE	795.6	6.6	8	30	£40330
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40025
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£42780
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£44535
2.0 TDI (115) Match	63.5	10.2	115	19	£29730
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34500

Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£29195
1.5 eTSI (115) auto Life	53.9	10.3	119	17	£30785
1.5 TSI (150) Life	51.5	8.8	125	21	£30325
1.5 TSI (150) Style	50.2	8.8	128	22	£31995
1.5 eTSI (150) auto Life	53.7	8.6	120	22	£31915
1.5 eTSI (150) auto Style	52.3	8.6	123	23	£33585
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£45970
2.0 TDI (115) Life	64.4	10.5	115	19	£30990
2.0 TDI (150) auto Style	59.5	8.4	124	24	£35390

R-Line: add £540 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Essential	241	8.2	0	26	£30850
58kWh (204) auto Pro Essential	269	7.6	0	26	£35730
77kWh (204) auto Pro S Essential	346	8.2	0	26	£39220
79kWh (326) auto GTX Performance	369	5.7	0	34	£46315

Match: add £710-£1360 to Essential

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	51.8	9.2	124	25	£39610
1.5 eTSI (150) auto Elegance	51.5	9.2	125	26	£42705
1.5 eTSI (150) auto R-Line	50.0	9.2	129	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47035
1.5 TSI PHEV (204) auto Life	755.1	8.1	9	30	£44335
1.5 TSI PHEV (204) auto Elegance	731.1	8.1	9	32	£47430
1.5 TSI PHEV (204) auto R-Line	727.6	8.1	9	32	£48680
1.5 TSI PHEV (272) auto Elegance	723.8	7.1	9	34	£50150
1.5 TSI PHEV (272) auto R-Line	694.6	7.1	9	34	£51200

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	381	6.5	0	38	£51580
86kWh (286) auto Pro S Match	436	6.6	0	39	£55480
86kWh (340) auto 4MOTION GTX	365	5.4	0	41	£62010

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	373	6.6	0	38	£52270
86kWh (286) auto Pro S Match	424	6.7	0	38	£56170
86kWh (340) auto 4MOTION GTX	358	5.5	0	41	£62700

Touran - 4527x1829mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) Match	44.4	8.9	145	18	£39960
1.5 TSI (150) auto Match	43.1	8.9	149	18	£41260
1.5 TSI (150) auto SEL	43.6	8.9	148	18	£40805

R-Line: add £1480 to SEL

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59035
79kWh (286) auto Style SWB	277	7.6	0	40	£63835
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67435
86kWh (286) auto Life LWB	293	7.9	0	37	£59545
86kWh (286) auto Style LWB	286	7.9	0	40	£64345
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£67945

Six seats: add £150 to SWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£28345
1.5 TSI (116) California SWB	42.2	11.9	153	8	£35683
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£33897
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£37891
2.0 TDI (102) SWB	53.3	13.5	140	9	£30059
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£32927
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£33619
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£36487
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TSI (204) auto Style	31.7	9.0	202	36	£63121
2.0 TSI (204) auto Style Long	31.7	9.0	203	37	£64561
2.0 TDI (150) auto Life	43.8	11.6	169	26	£48375
2.0 TDI (150) auto Style	43.5	11.6	171	30	£59650
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£49815
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£61090

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (177) auto 600 3.5t	26.2	N/A	285	N/A	£82030
2.0 TDI (177) auto 600 3.88t	25.9	N/A	286	N/A	£82690
2.0 TDI (177) auto 680 3.88t	25.9	N/A	287	N/A	£84718

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.8	11.1	123	12	£24550
1.0 TSI (115) Life	53.4	9.9	120	14	£25385
1.0 TSI (115) Black Edition	51.3	9.9	126	14	£29770
1.0 TSI (115) auto Life	51.1	10.2	126	14	£26980
1.0 TSI (115) auto Style	50.4	10.2	128	14	£29920
1.0 TSI (115) auto R-Line	50.4	10.2	128	14	£30875
1.5 TSI (150) auto R-Line	48.6	8.2	132	22	£32370

Match: add £175 to Life
Black Edition: add £490 to R-Line

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	50.2	11.3	127	9	£24895
1.0 TSI (115) Life	51.8	10.1	124	10	£25740
1.0 TSI (115) Style	50.8	10.1	127	10	£28550
1.0 TSI (115) R-Line	51.0	10.1	126	10	£28715
1.0 TSI (115) auto Life	49.7	10.3	130	10	£27350
1.0 TSI (115) auto Style	48.9	10.3	132	10	£30210
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£30370
1.5 TSI (150) auto Style	47.1	8.4	136	16	£31660
1.5 TSI (150) auto R-Line	47.2	8.4	136	16	£31825

Match: add £175 to Life
R-Line: add £935 to Style
Black Edition: add £500 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£29045
1.0 TSI (115) Style	48.8	10.1	132	18	£31320
1.5 TSI (150) Life	47.3	8.4	136	17	£30615
1.5 TSI (150) Style	47.4	8.4	136	17	£32890
1.5 TSI (150) auto Life	46.8	8.3	138	18	£32355
1.5 TSI (150) auto Style	46.8	8.3	137	18	£34630
2.0 TSI (190) auto 4MOTION R-Line	38.7	6.8	166	24	£40245
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£43740
2.0 TDI (150) auto R-Line	56.4	8.8	131	19	£39175

Match: add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115)
Black Edition: add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£35405
1.5 TSI (150) Style	45.1	10.0	142	19	£36920
1.5 TSI (150) R-Line	45.5	10.0	141	19	£39540
1.5 TSI (150) auto Style	44.9	9.4	143	20	£38620
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£41240

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	221	9.0	0	23	£39580
77kWh (286) auto Match Pro	339	6.7	0	33	£44390
77kWh (286) at 4MOTION Match Pro	325	6.6	0	39	£46110
77kWh (340) auto 4MOTION GTX Ed	319	5.4	0	39	£52235

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	226	8.9	0	25	£41080
77kWh (286) auto Match Pro	344	6.7	0	35	£45890
77kWh (340) auto 4MOTION GTX Ed	327	5.4	0	41	£53735

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Tiguan	46.3	10.6	139	18	£35105
1.5 TSI (130) auto Life	45.7	10.6	141	18	£36950
1.5 TSI (150) auto Life	45.3	9.1	142	21	£37750
1.5 TSI (150) auto Elegance	45.3	9.1	142	22	£40320
1.5 TSI (150) auto R-Line	43.7	9.1	147	22	£40725
1.5 TSI PHEV (204) auto Life	707.0	8.2	9	27	£42555
1.5 TSI PHEV (204) auto Elegance	714.5	8.2	9	28	£45125
1.5 TSI PHEV (204) auto R-Line	646.5	8.2	10	28	£45530
1.5 TSI PHEV (272) auto R-Line	672.8	7.2	11	31	£48250
2.0 TSI (204) auto 4MOTION R-Line	36.4	7.1	176	29	£45605
2.0 TSI (265) auto 4MOTION R-Line	33.2	5.9	193	32	£48570
2.0 TDI (150) auto Life	52.2	9.4	142	22	£38950
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£41520
2.0 TDI (150) auto R-Line	51.1	9.4	145	23	£41925

Match: add £175 to Life

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	44.1	9.4	146	25	£39850
1.5 TSI (150) auto Elegance	44.1	9.4	146	25	£42420
1.5 TSI (150) auto R-Line	42.9	9.4	150	25	£42825
1.5 TSI PHEV (204) auto Life	696.0	8.6	9	30	£43905
1.5 TSI PHEV (204) auto Elegance	698.7	8.6	9	30	£46475
1.5 TSI PHEV (204) auto R-Line	614.4	8.6	10	30	£46880
1.5 TSI PHEV (272) auto R-Line	625.9	7.3	10	33	£49600

Match: add £500 to Life PHEV
R-Line Edition: add £500 to R-Line PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	113.1	5.9	57	47	£71280
3.0 V6 TSI PHV (462) auto 4MOT R	115.4	5.2	56	49	£82840
3.0 V6 TDI (286) auto 4MOT Black Ed	34.4	6.4	215	45	£72875

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£42114
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£43722
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£52560
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£55650
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£58434
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£59418

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43370
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48070
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£50935
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57635

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62280
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70780

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£32850
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35150
69kWh (272) at Ext’d Range Core	296	5.1	0	37	£37050
69kWh (272) at Ext’d Range Plus	296	5.1	0	38	£39850
69kWh (272) at Ext’d Range Ultra	295	5.1	0	38	£43350
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42350
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45850

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52555
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54305
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58355
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57805
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61855
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£45955
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52555
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£47705
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54305
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58355
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57805
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61855
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36310
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£39810
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45220
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£40960
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£45220

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	35.7	6.5	175	34	£47615
2.0 B5 (250) auto Plus AWD	35.7	6.5	176	34	£52340
2.0 B5 (250) auto Ultra AWD	35.7	6.5	179	34	£61620
2.0 T6 PHEV (350) auto Core AWD	282.1	5.4	24	22	£56030
2.0 T6 PHEV (350) auto Plus AWD	282.1	5.4	23	22	£60055
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68385

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	37	£63790
2.0 B5 (250) auto Plus AWD	32.8	7.3	196	38	£68790
2.0 B6 (250) auto Ultra AWD	32.8	7.3	200	39	£75290
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	42	£72650
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	42	£77650
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	43	£84150

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (408) auto Twin AWD	364	5.7	0	50	£96255
111kWh (517) at Twin Perf AWD	360	4.7	0	50	£100555

XPENG

Dealers: 20 **Warranty:** TBC

G6 - 4753x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
66kWh (258) auto Standard Range	270	6.6	0	N/A	£39990
88kWh (285) auto Long Range	354	6.2	0	N/A	£44990

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

THE clue is in the title. We're Auto Express and we ensure that the cars are the stars. But occasionally, people deserve as much coverage as products – and this is one of those occasions.

The question I posed in this column a month ago was: could JLR's owner, Tata of India, make some of its Jaguars and Land Rovers in the USA?

Unsurprisingly, JLR's massive, Mumbai-based parent company failed to answer it. But JLR CEO Adrian Mardell did. Well, sort of.

"We had, and currently have, no cause to build cars in the US at this time, but we cannot discount that it could be the case at some point," he said.

I interpret these words to mean that he's very much leaving the door open for the possibility of a newly built US factory or factories to accompany those production lines he has in Brazil, China, India and Slovakia.

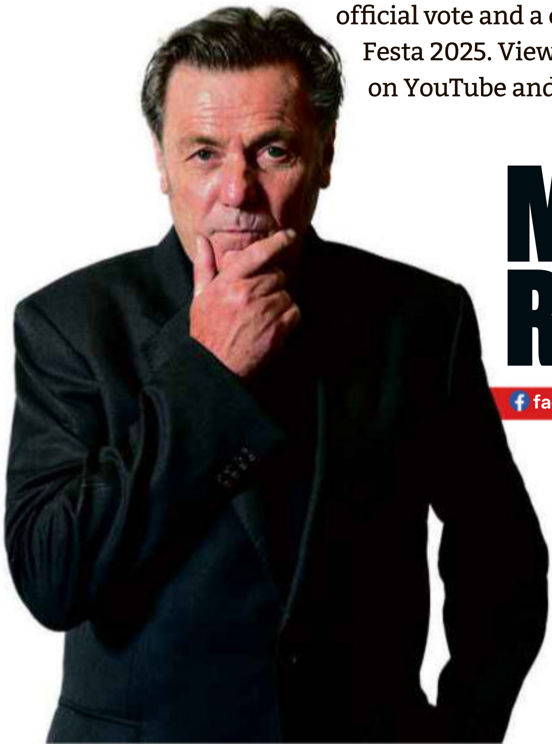
JLR is already spending hundreds of millions of dollars on a 50,000 square foot technology hub in Portland and elsewhere in America. The company's 'Reimagine' strategy remains in place with an official "rethink everything we do" philosophy. And Mardell is a former Chief Transformation Officer (honest) at JLR. So if you can strip away the emotion and instead concentrate on the logic, the logistics and the global political climate, it's not difficult to imagine JLR having US production lines at some point.

Another auto industry chief with much to ponder is Elon Musk, the world's best-known EV advocate. In 2016 he demanded a "popular uprising" against fossil fuels. Yet he's just accompanied the US President on a tour of the Middle East, the oil-producing capital of the world. Maybe Trump has persuaded him that he's missing a trick by not building gas-powered pick-up trucks and cars wearing Made in America badges.

Away from the car factory gates, another unlikely relationship has just emerged, after the Aston Martin Formula One team partnered with The Rolling Stones. Merchandise has just gone on sale and there's even a competition to win a signed Stones/Aston guitar that could become a valuable collector's item. Or maybe not, because the band's legendary guitarists are Keith Richards and Ronnie Wood – and both of their autographs are missing from the instrument. Wheeled in instead to sign it were Aston's unhappy, desperately under-performing F1 drivers, Fernando Alonso and Lance Stroll.

They're fabulously wealthy, not hungry and way too comfortable in their highly paid jobs, in my opinion. Instead, check out William von Linné, the star of the Vriden – Snow Drifting In Sweden short video that has just received my official vote and a category win at the International Auto Film Festa 2025. View the footage at *www.autofilmfesta.net* or on YouTube and you'll be exhilarated.

> **"STRIP AWAY THE EMOTION AND CONCENTRATE ON THE LOGIC, AND IT'S NOT DIFFICULT TO IMAGINE JAGUAR LAND ROVER HAVING PRODUCTION LINES IN AMERICA"**



MIKE RUTHERFORD

facebook.com/autoexpress @autoexpress

MOTORING'S MOST OUTSPOKEN COLUMNIST AND FOUNDING MEMBER OF AUTO EXPRESS

AUTO EXPRESS NEXT WEEK

ON SALE Weds 28 May

REVEALED

Wraps come off all-new Alpine

All the photos, all the details on the A390 'sport fastback' as it's unveiled

TESTED

Dacia Bigster vs Nissan Qashqai

Bigster has a low price on its side but is that enough to topple the Qashqai?

TESTED

Behind the wheel of new Smart #5

Our verdict on Smart's rival for the Tesla Model Y and Audi Q4 e-tron

www.autoexpress.co.uk

AUTO EXPRESS

YOUR NEXT CAR IS WAITING.

Buy it with the experts.

Buy your next car at **autoexpress.co.uk/buy-a-car**

DOUBLE SPEED-WAX

Auto EXPRESS PRODUCT AWARDS WINNER 2024

Award-winning
paste wax with lasting shine
and unbeatable durability.

**“it was easily the best
performer in our test. It topped
the scores at every stage”
– Auto Express magazine**

BILT HAMBER LABORATORIES
DOUBLE SPEED-WAX
carnauba polymer paste wax
250ml

Auto EXPRESS PRODUCT AWARDS WINNER 2016

Auto EXPRESS PRODUCT AWARDS WINNER 2017

Auto EXPRESS PRODUCT AWARDS WINNER 2018

Auto EXPRESS PRODUCT AWARDS WINNER 2019

Auto EXPRESS PRODUCT AWARDS WINNER 2020

Auto EXPRESS PRODUCT AWARDS WINNER 2021

Auto EXPRESS PRODUCT AWARDS WINNER 2022

Auto EXPRESS PRODUCT AWARDS WINNER 2023

www.bilthamber.com

01277 658899